

Latitude 38

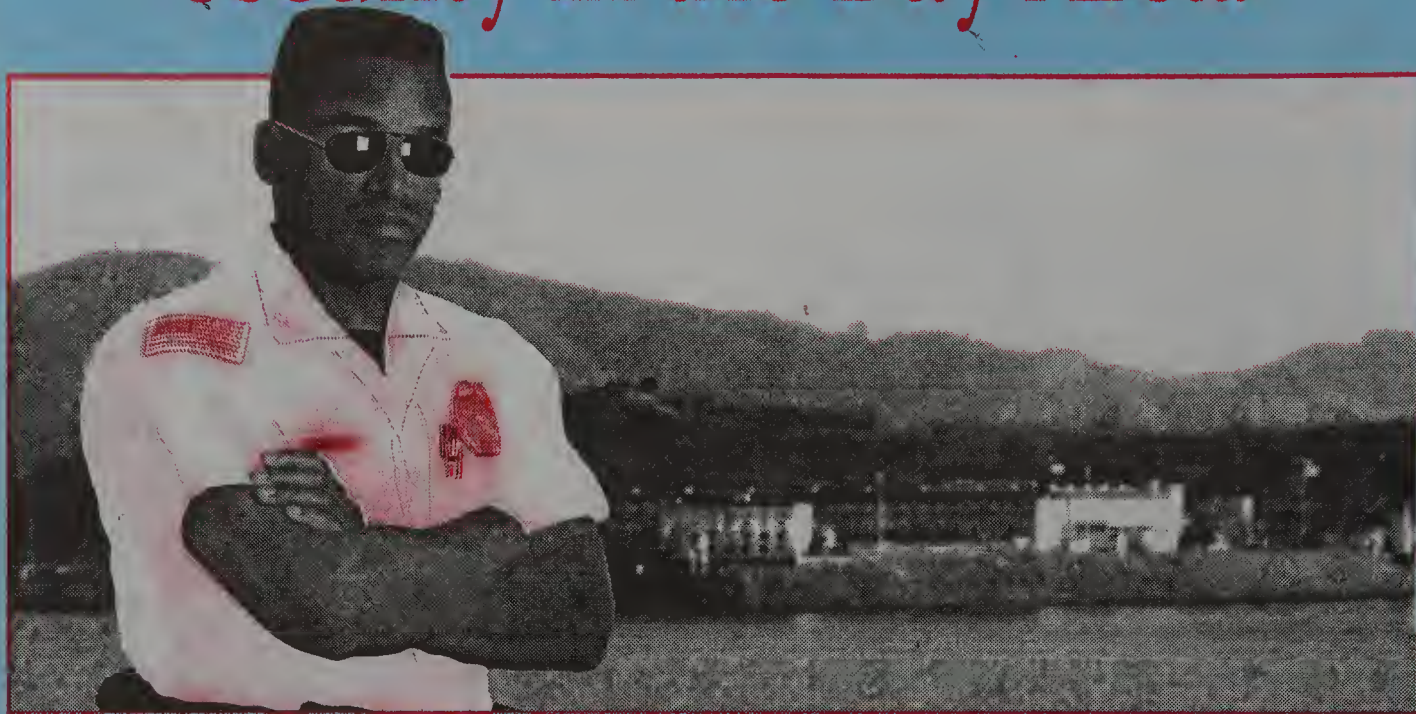
VOLUME 260. February 1999

WE GO WHERE THE WIND BLOWS

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Ok, so we have the second best security in the Bay Area.



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MARINA**

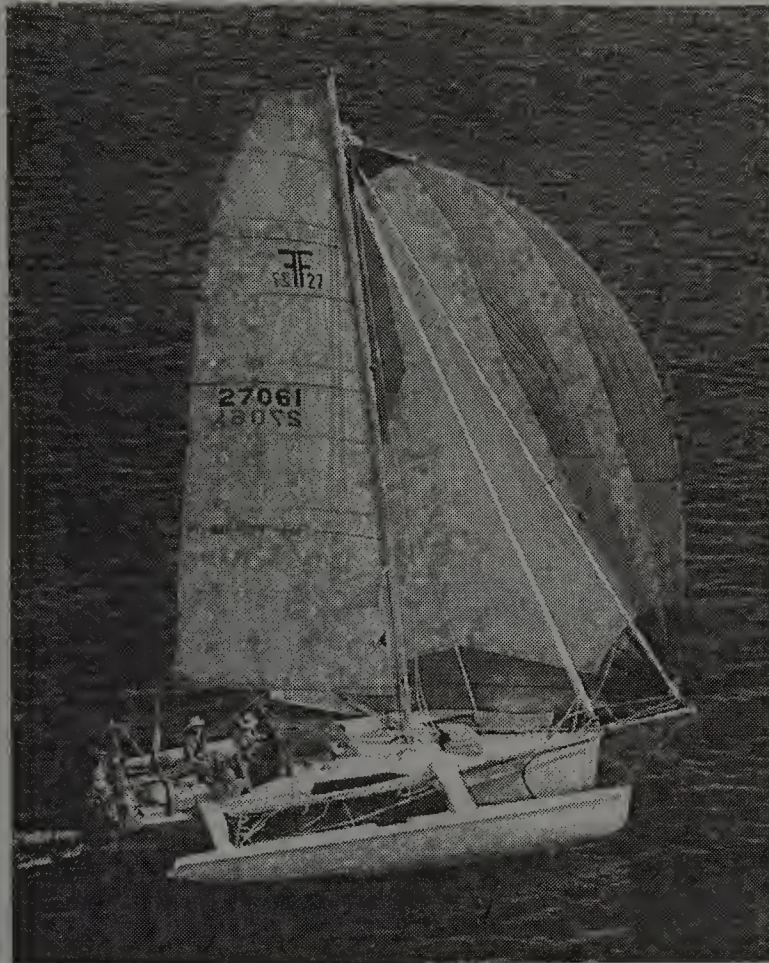


GENTRY-ANDERSON

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A FISH TALE

photo: Tom Lyon



**Seabird*

Ever since Rich Holden bought his new asymmetric spinnaker and furling jib, he's been catching a lot of fish.

Last spring, he towed *Seabird*, his F-27 folding trimaran, to sail in Pensacola, Florida, then to Miami to sail on to the Bahamas and to fish. And he caught a lot of fish. As it turns out, you just have to be going about 6 knots to catch fish. And with the new spinnaker, that only required about 4 knots of wind!

In August, Rich hauled the boat to Whiskeytown Lake near Redding, California, then up to the San Juans and Canada to relax and to sail — impossible in the light air without the new spinnaker.

And then in October, Rich joined in *Latitude 38's* Baja Ha-Ha Rally to Cabo San Lucas, finishing first in his division, all the while catching more fish. "You haven't lived until you've caught a 125-pound marlin with the spinnaker up."

So it's not the lure. It's not the bait. It's Pineapple Sails. Just ask Rich!

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HOT NEW BOATS

FIVE
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BAY AREA SAILORS



At Our
Docks

Island Packet 380

The new Island Packet 380 is a brilliant design. Many people are calling it a breakthrough boat which redefines what can be achieved in a bluewater liveaboard yacht of less than 40'. The interior is remarkable, each interior component; the aft cabin, owner's cabin, head, main salon, galley, is huge and has unique design elements like the slide away sink in the aft cabin. The hull, keel and sail plan have been optimized for the sailing enthusiast to provide sparkling performance. This boat is a winner with over 50 sold in less than six months.

LOA 39' 7"
LWL 32' 0"
Beam 13' 2"
Draft 4' 7"
Displacement approx. 21,000
Ballast 9,000 lbs
Sail Area 885 sq ft

Sail Area/Disp. 18.6
Hull Design:
Bob Johnson, N.A.



Wauquiez 43 PS

U.S.
Introduction



The new Wauquiez 43 Pilot Saloon is an exquisite yacht. The fit and finish is perfection. The hardware and systems are what you would hope to find on a custom yacht. The construction is bulletproof and incorporates a unique "Interlock Duralite System" and a "Twaron Hull Shield" to minimize damage in a collision. This design provides high performance and maximum control with power winches to handle the heavy work. A cruising couple can go anywhere on this elegant boat in ultimate comfort, safety and style.



Beneteau 40.7

W. Coast
Introduction

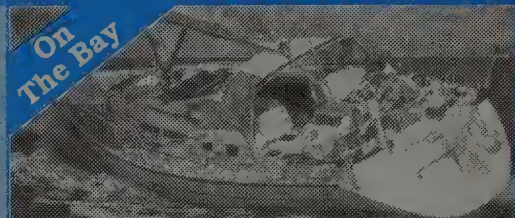


This dual-purpose design presents a seamless blend that doesn't concede to either raceboat or to all out bluewater cruiser compromises. Whether you race a little, a lot, or just savor exceptional sailing performance, this Bruce Farr design provides high quality sailing for avid sailors and the cruising family. On the 40.7 you enjoy great performance and exceptional comfort. With its (3) staterooms, full galley, and elegantly appointed light pearwood interior, the 40.7 is a performance boat that your wife will love.

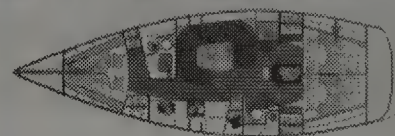


Dehler 41C

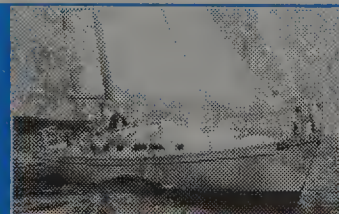
On
The Bay



Cruising World magazine's panel of experts judged the Dehler 41 to be the Best Overall Boat of the Year in 1998, over a prime group of 32 candidates. The steel reinforced grid system and one-piece hull and deck are impressive. With all sail control lines leading back to the helm and push button power winches for singlehanded sailing ease, you can even reef the main without leaving the wheel. Like the judges, you will appreciate the highly functional and exceptionally comfortable accommodations on this totally unique yacht.



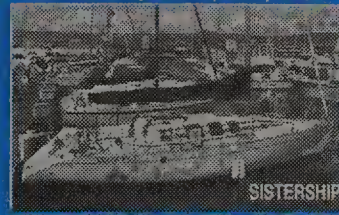
BROKERAGE



SAGA 43, '98...\$269,000



OLSON 40, '85...\$89,000



BENETEAU 35s5, '93...\$89,950



BENETEAU 321, '98...Call

SISTERSHIP

SISTERSHIP

GREAT BUYS

62' Beneteau, '95 \$995,000
61' Wauquiez, '89 795,000
50' Beneteau, '96 469,000
47' Wauquiez, '85 224,000
47' Steel Ketch, '62 Call
42s7 Beneteau, '94 169,000
42' Beneteau 89,000
38' Island Packet, '90 .. 149,000
390 Beneteau, '91 89,900
38s5 Beneteau, '92 98,000
35s5 Beneteau, '93 89,950
321 Beneteau, '98 Call
320 Catalina, '95 Call
30' Hunter, '92 42,000


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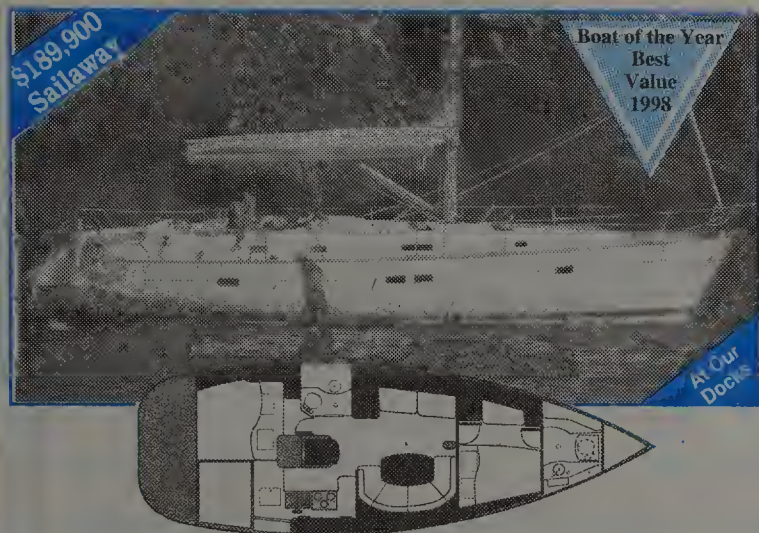


If You Want a Boat Show



Come to Passage Yachts' Open House Weekend

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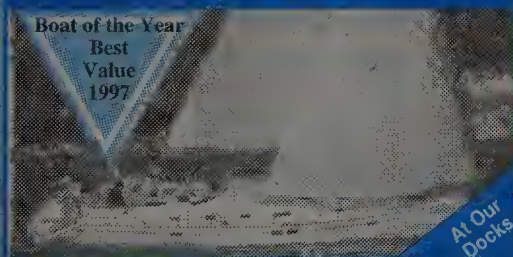
Beneteau Oceanis 411

What do you really want in a cruising yacht?

Impeccable sailing manners? Solid construction? Easily handled rig? A roomy, highly livable interior? Rich, furniture-grade woodwork? An extensive list of standard equipment? A safe, comfortable cockpit? Furling mainsail and genoa? Great engine access? How about an affordable price? A "Boat of the Year" award from *Cruising World* magazine's panel of experts? Customer service backed by the world's largest sailboat builder?

If you want all of the above, the Beneteau Oceanis 411 just may be your boat.

Beneteau 461



Beneteau 40CC



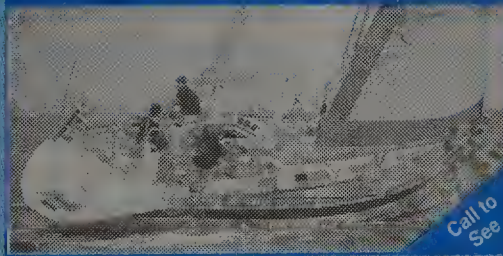
Beneteau 36CC



Beneteau 321



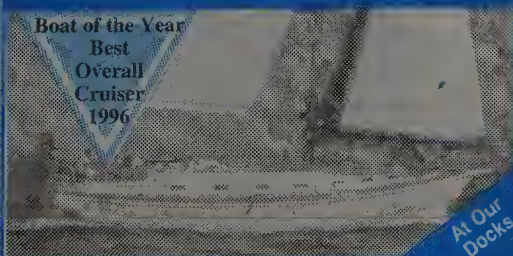
Wauquiez 41S



X-412



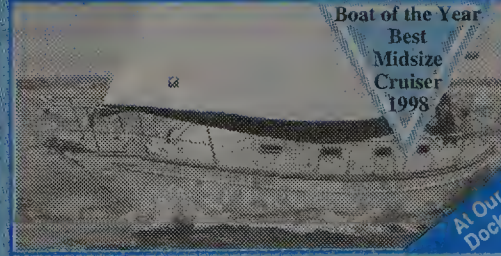
Island Packet 45



Island Packet 40



Island Packet 320



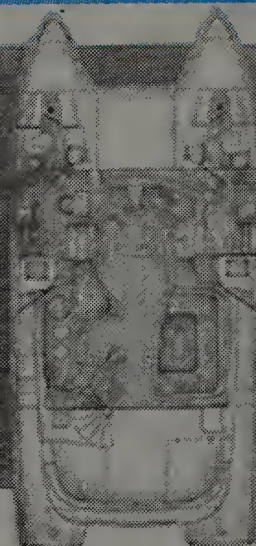
The Pacific Coast's Largest Catamaran Dealer

Q Are you a longtime sailor, still in love with boating, but tired of the hassle of managing sails?

A Then you deserve the Maryland 37, the all-new "catamaran trawler" from Fountaine Pajot (world's largest builder of sail-cruising cats).

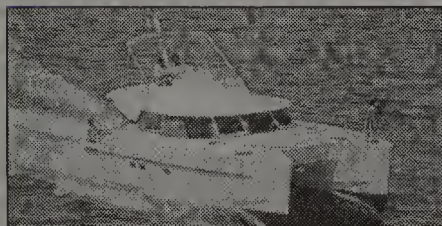


- 2 Hulls
- 2 Staterooms
- 2 Heads
- 2 Helms
- 2 Engines
- 2 Cool!



MARYLAND 37 CATAMARAN

The Exceptionally Comfortable Trawler Yacht



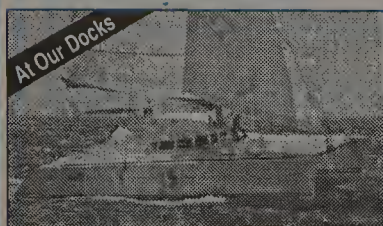
TWIN-HULL DESIGN GUARANTEES YOU:

- **More Speed (with less horsepower)**
Up to 20 knots – choose from twin 75-to-140-hp diesels
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No "rollin' your guts out" at anchor or underway
- **Better Fuel Efficiency**
Use up to 40% less fuel than a monohull trawler
- **Greater Range**
Up to 1,200 miles
- **Beachable**
Try that with a typical trawler

Only \$249,995 (FOB France) *But hurry!* The first 12 models already sold.
Next availability? June, 1999

Q Are you still in love with sailing, but wish there were a faster and more comfortable alternative?

A Then discover the cruising-cat advantage! No-heel sailing that's faster, easier, and *waaayyy* more comfortable.



LAGOON 410

World cruiser
(41' x 23'6" x 3'10").
Sail 11-15 knots.
3 or 4 cabins, 2 or 3 heads.
Twin dsls.
\$291,000 FOB



GEMINI 105 Best value & most popular of all 40 cats we offer (34' x 14' x 18"). \$115k new (fob). Fully equipd.



ATHENA 38 Fountaine Pajot (38' x 20'6" x 3'6"). Same layout as the 42' Venecia, but \$100k cheaper. \$190k (fob).



AQUILON 26 "Pocket Rocket" (26' x 15' x 23"). Only 1,950 lbs. Trailerable. Sail 18-22 knots. NO-heel. \$80k (fob)



LAGOON 380 (38' x 20'6" x 3'6"). New "kid sister" to the 410. Outside & in helms. 3 sold! Approx. \$200k (fob).

Look! www.cruisingcatsusa.com

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43' GULFSTAR, 1976



New Listing. A very comfortable center cockpit cruiser. At our docks. \$95,000.

32' PEARSON 323



New Listing. New sails, instruments. Very clean. Head to Mexico. Our dock. \$34,500.

27' NOR'SEA, 1993



Reduced! Factory finished and anxious sellers makes her a great deal. Now \$39,500.

36' YAMAHA, 1979



Rock solid performance cruiser w/enclosed aft cabin. At our dock. Asking \$54,900.

Your catamaran experts on the West Coast. Here's a small list. Call for more!

36' SOLARIS, '91	\$124,000
37' LAGOON	\$155,000
39' PRIVILEGE	\$185,000
40' DEAN, '97	\$265,000
42' FAST CAT, '86	\$110,000
42' LAGOON	\$179,000
42' VENEZIA, '97	\$377,000
46' BAHIA, '97	\$459,000

Great Cruising Yachts in the Caribbean



82' VATON 25M, 1990

Luxury and performance say it all.

Get her now in time for the Heineken regatta! Note the hot dish on the transom! Asking 1.2M.

Bay Island YACHTS



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Monohull Brokerage

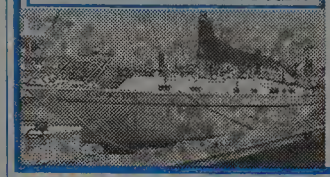
25' FREEDOM, '84	\$9,950	32' CATFISH	\$96,000
27' NEWPORT, '88	\$17,900	32' ARIES, '81	\$39,500
27' NOR SEA, '93	\$39,500	32' PEARSON 323, '77	\$34,500
27' CATALINA	\$8,500	33' NANTUCKET, '68	\$25,000
28' ISLANDER, '77	\$17,900	33' HUNTER, '79	\$23,500
28' LANCER	\$7,000	36' YAMAHA, '79	\$54,500
28' PEARSON, '79	\$13,950	36' COLUMBIA	\$28,500
29' J/29, '84	\$22,500	37' LAGOON, '93	\$209,000
30' NEWPORT	\$12,500	38' ATHENA, '98	\$225,000
30' C&C, '71	\$16,500	43' GULFSTAR, '76	\$95,000
30' NEWPORT, '87	\$32,000	48' LIGHTWAVE, '90	\$289,500
32' ISLANDER, '77	\$23,000	82' VATON 25M	\$1.2M

32' ARIES, 1981



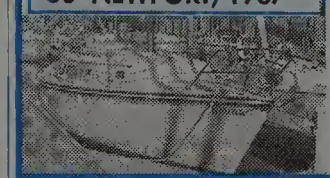
New listing. One owner boat in top shape. Great for cruising anywhere. \$39,500.

44' BOMBAY EXPLORER



Reduced! Very affordable and spacious offshore cruiser. Stop by & see. Now \$59,500.

30' NEWPORT, 1987



Reduced! Nicely appointed interior. One of the most popular Bay boats around. \$29,950.

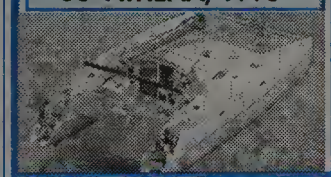
48' OYSTER, 1990



Schumacher designed for top performance in any ocean in the world. Equipped. \$295,000.

Multihulls

38' ATHENA, 1998



Sistership at our dock. This one is equipped for cruising or charter work. \$220,000.

37' LAGOON, 1993



Put your food & clothes on board and you could go anywhere in the world tomorrow. \$209,000.

47' LAGOON, '94	\$315,000
47' MAYOTTE, '96	\$590,000
48' CATANA, '93	\$290,000
48' PRIVILEGE 14.7	from \$295,000
48' PRIVILEGE 482	from \$284,000
50' PROUT, '86	\$275,000
53' CATANA, '93	\$519,000
55' LAGOON	\$595,000
55' MASHFORD	\$438,000
56' MARQUISES	\$525,000
60' HELLMAN STEEL, '96	\$647,000
77' ETEL, '84	\$349,000

Simpson Bay • St. Maarten

40' VAN DE STADT steel	\$189,000	48' CELESTIAL, '85	\$170,000
40' OCEANIS, '95	\$139,000	51' BENETEAU OCEANIS	\$229,000
41' HALLBERG RASSY	\$87,000	51' BENETEAU FIRST 51, '89	\$279,000
42' BALTIC MAGNUM, '88	\$174,000	52' GRAND SOLEIL, '91	\$400,000
43' OYSTER, '82	\$195,000	55' SWAN, '70	\$379,000
44' ROBERTS STEEL	\$120,000	59' JONGERT, '72	\$495,000
44' MORGAN 191	\$111,200	62' NAUTICAL, '85	\$375,000
44' CSY Walk Over, '77	\$69,000	63' JONGERT 19s	\$690,000
44' HARDIN, '80	\$119,000	80' FEADSHIP MS	\$197,000
46' BENETEAU 456	\$159,000	178' CUSTOM SCHOONER	\$1,500,000
47' JEANNEAU SUN KISS	\$126,000		
48' C&C LANDFALL	\$165,000		

More than 80 boats available!

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45' ROBERTS PILOTHOUSE

Inside steering and set up to go cruising. Isn't it time you start your sailing adventure in Paradise? St. Maarten, NA. Call for specs.

Stop by and see us in Grand Marina, Alameda

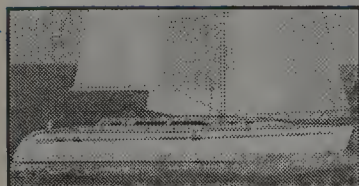
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NEW BOATS



CATALINA 470



CATALINA 320



CATALINA 250



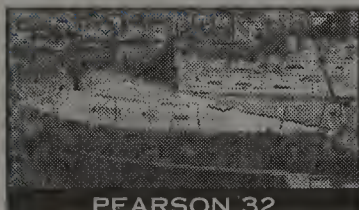
WYLIE CAT 30

See our award winning lineup for '99

Catalina//Yachts "What you value most"

Wyliecats "Easy handling and performance"

BROKERAGE



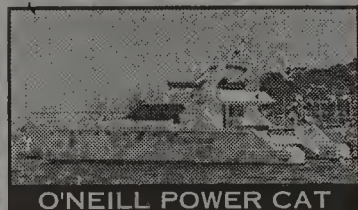
PEARSON 32



BENETEAU 38



RANGER 29



O'NEILL POWER CAT

Santa Cruz slip subleases available with new purchase!
CATALINA — WYLIECAT

BROKERAGE

SAIL		POWER	
24' COLUMBIA CHALLENGER	\$2,900	23' REGAL, '90	\$18,950
29' RANGER, '72	10,000	32' PHOENIX Blackhawk, '86	29,900
32' PEARSON, '80	19,500	38' BERTRAM, '78	123,000
43' BENETEAU 13.5	82,000	73' CUSTOM CAT, '95	Inquire

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COVER PHOTO

Calm before the storm.

Larry Ellison's *Sayonara* at the start of the ill-fated Sydney-Hobart Race.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs — anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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Ronstan

Offshore Glove Full fingered sailing glove with Amara synthetic leather palms and double "Kevlar" stitching for the ultimate in durability and comfort. Elastic and velcro closures at wrist and removable fleece liners.

RF4861 Sizes S-XL \$35.16

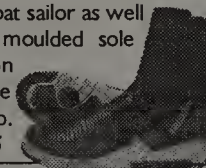
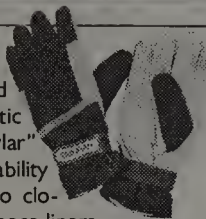
Tempest Glove

RF4840 Short fingered, Sizes XS-XL \$20.95

RF4841 Three fingered, Sizes XS-XL 23.95

Sailing Boots For the small boat sailor as well as the big boat racer. Solid moulded sole designed minimize slips on board. Reinforced vamp for more comfort when using the toe strap.

CL62 \$52.95



Dahon

Stainless Steel Folding Bicycle

No bicycle in the world resists salt air corrosion better. 5-speed Shimano gears, grip shift, stainless steel frame and fork, 20" alloy wheels with stainless steel spokes, and alloy brake caliper. Weighs 29 lbs. Folds to only 13" x 25" x 33". Includes kickstand and rear carrier.

LS054 Stainless Steel Mariner \$479.95

CB26 Optional Carry Bag 54.95

Mountain Gold Folding Bicycle Dahon lowers the price barrier on their 26" wheel 12-speed folding bicycles with the new Mountain Gold (which is pearl red in color).

ST612 Mountain Gold \$299.95

CB26 Optional Carry Bag 54.95



Ronstan

Series 40 Smart

Ratchet The WORLD'S smartest block. It's all about feel. That subtle sensitivity that sets you apart on the water. That's why RONSTAN developed the Smart-Ratchet, the first automatic ratchet that cleverly engages and disengages according to the sheet load you feel in your hand. The Ronstan Smart Ratchet is load adjustable, which means you can set the block to respond precisely the way you want it to by simply rotating the head post.

RF 42100 Single block, universal head \$36.76

RF 42110 Single block, becket, univ. head \$40.76



Ocean PC

Navigation Computers

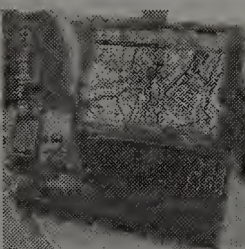
The ultimate in marine navigation computers. Fully marinized, shock & vibration protection, anti-glare coating reduces glare by 95% and increases brightness by 46% which aids in daylight readability. Practical onboard uses include: electronic charting, electronic tides and currents, wireless communications, color satellite weatherfax, DVD/TV/video capture, internet, Email, work and even games.

Laptop computers starting at \$2489.00

Desk top models starting at \$1550.00

Sunlight displays starting at \$2999.00

Pilothouse flat screens starting at \$1445.00



Tasco

Night Vision Monoculars

Model NV100/100 has a 4.3 image magnification and a removable illuminator for viewing in total darkness. Model NV 200 is a compact monocular with 3.1 image magnification, a built-in illuminator and a protection sensor to eliminate over-exposure. Model NV150L is the smallest, most compact Night Vision scope that Tasco has to offer to date. Measuring only 6" in length and weighing only 12.6 ozs. Magnification is 2 power. All models include carrying case and a one year manufacturer's warranty.

NV100/100 \$349.95

NV150L 249.95

NV200 329.95



Helly Hansen

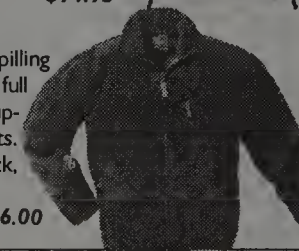
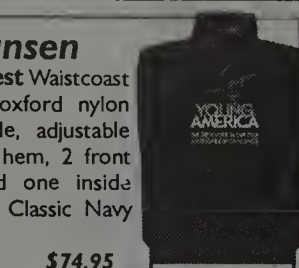
Young America Vest Waistcoat in water resistant oxford nylon lined with 3mm pile, adjustable elastic drawcord at hem, 2 front zipper pockets and one inside pocket. Available in Classic Navy with red lining.

35 009 \$74.95

Challenge Jacket

Comfortable, non-pilling Profleece, two-toned, full length center front zipper, two zipper pockets. Available in red, black, gold, and glacier.

06 775 \$56.00



Samson

Spectron 12 Yacht

Braid 100% HWMPE 12-Strand single braid. The highest strength-to-weight ratios available today. Excellent for tapered sheets, halyards, running backs and many other uses. Spectron 12 should be covered for additional abrasion resistance and holding power around cleats, stoppers and winches. Color: Gray

Size (dia.)	3/16"	1/4"	5/16"	3/8"
Strength (lbs.)	3800	6600	9800	14100
Price/Ft.	\$0.77	\$1.11	\$1.83	\$2.51

Also available in 7/16, 1/2, 9/16, 5/8, 7/64, 1/8, 3/4, 13/16, 7/8 and 1/2" dia. - please call for prices and specifications

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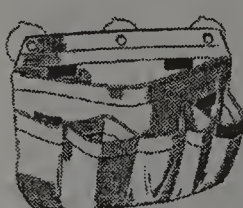
Size (dia.)	3/16"	1/4"	5/16"	3/8"
Strength (lbs.)	5600	8500	13000	17000
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Organize loose items aboard or in your car, RV or truck. Made of marine tough polyportex mesh to resist sun and water. Super strong long life suction cups provide instant attachment to any smooth clean surface. No drilling required. Ship 3 lbs.

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No. 265 \$12.95



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Model	Description	SWL	Net
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2990 6021	27mm Single Footblock	309	12.24
2990 6031	38mm Single Footblock	309	16.80
2990 2020	27mm Single Vertical Lead Block	309	19.20
2990 2022	27mm Double Vertical Lead Block	617	31.20



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Bookkeeping Helen Nichols ext. 101

General Manager Colleen Levine colleen@latitude38.com ... ext. 102

Production Christine Weaver chris@latitude38.com ext. 103

Production Kirstin Kremer kirstin@latitude38.com ext. 104

Production Annie Bates-Winship annie@latitude38.com ext. 104

Advertising Mitch Perkins mitch@latitude38.com ext. 107

Advertising John Arndt john@latitude38.com ext. 108

Senior Editor Rob Moore rob@latitude38.com ext. 109

Managing Editor John Riise johnr@latitude38.com ext. 110

Associate Editor Andy Turpin andy@latitude38.com ext. 112

A-Cup Correspondent George Backhus gfbckhus@aol.com

Directions to our office ext. 212

Classifieds ext. 21

Subscriptions ext. 24

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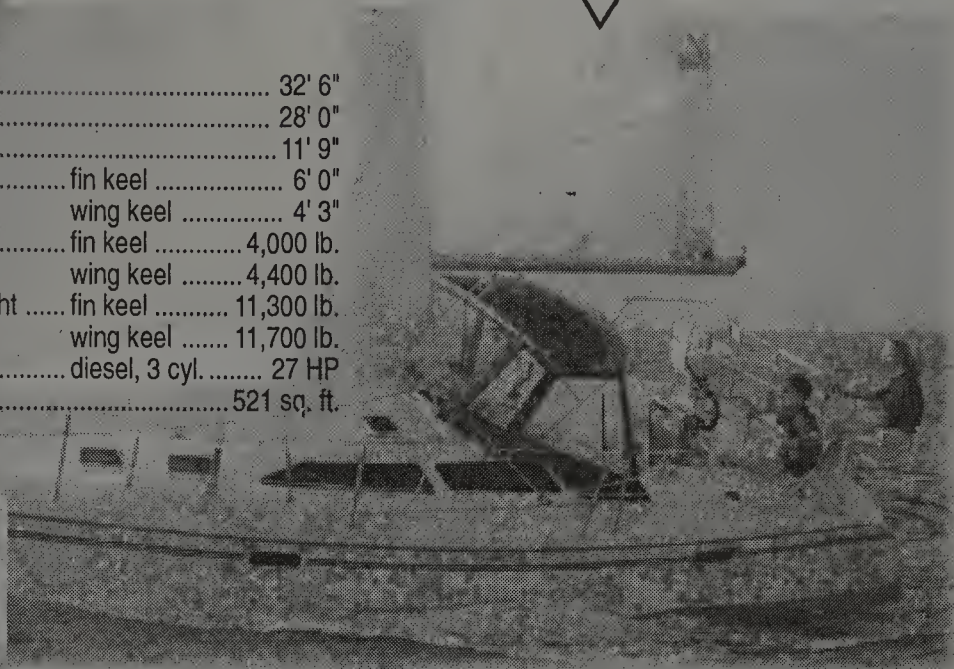
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1070 MARINA VILLAGE PKWY #104, ALAMEDA, CA 94501

Catalina Yachts



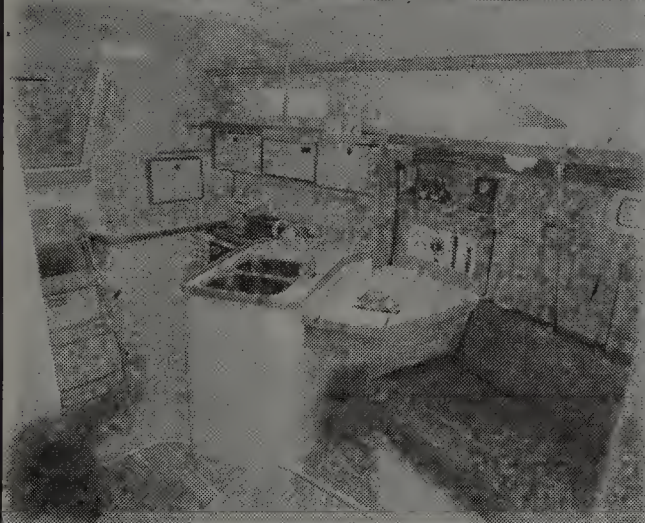
LOA	32' 6"
LWL	28' 0"
Beam	11' 9"
Draft	fin keel 6' 0"
	wing keel 4' 3"
Ballast	fin keel 4,000 lb.
	wing keel 4,400 lb.
Approx. weight	fin keel 11,300 lb.
	wing keel 11,700 lb.
Engine	diesel, 3 cyl. 27 HP
Sail Area	521 sq. ft.



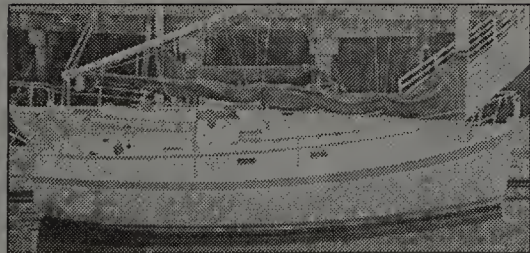
Based on a high performance and high volume hull design, the **CATALINA 320** is light on the helm and tracks well under sail with good power and speed.

Magazine writers and sailors have marveled at the sailing performance and speed of the 320. Carrying the beam well aft created an exceptionally stable hull while providing space for a large cockpit and interior.

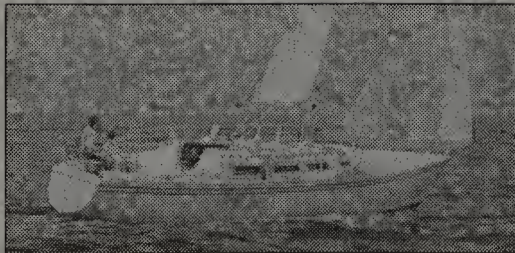
Inspect the small items like fuel gauge, turning blocks, engine hour meter, multi chainplates and y-valve, and you will appreciate the quality, design and value that have made the **CATALINA 320** the Consumer's Choice.



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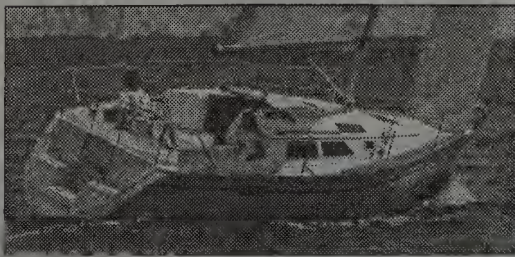
1984 NONSUCH 26



1985 CATALINA 36



1985 JEANNEAU 34



1993 HUNTER 30

★ BROKERAGE ★

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40' Catalina 400, '95	157,900
39' WylieCat, '92	149,000
36' Catalina, '85	58,000
35' Ericson, '76	23,500
34' Jeanneau, '85	43,900
32' Pearson 323, '79 REDUCED	24,500
32' Catalina 320, '96	79,000
32' Chance/Paceship, '73	\$24,200
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30' Catalina, '79	PENDING 21,950
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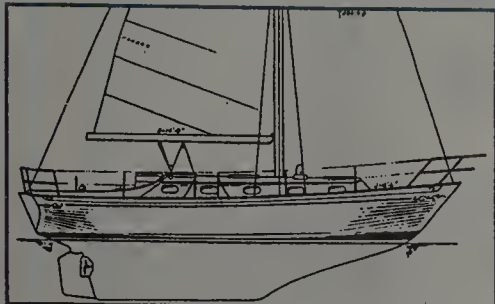
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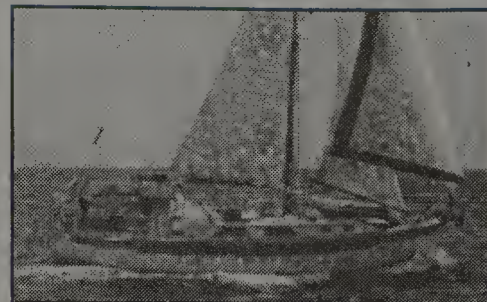
35' RAFIKI, 1977

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Asking \$48,000.



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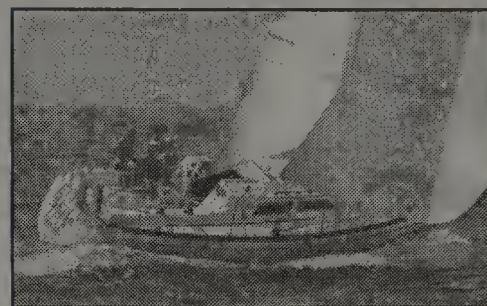
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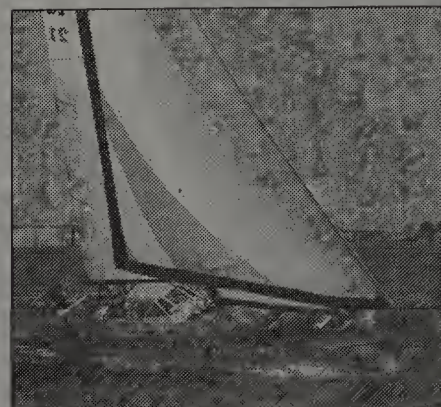
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WHO OWNS ONE!**

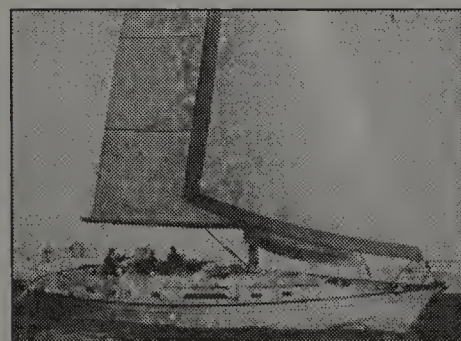
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47'/48' Center Cockpit Cutter
52' Center and Aft Cockpit Cutter
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58' Pilothouse Cutter
65' Center and Aft Cockpit Cutter

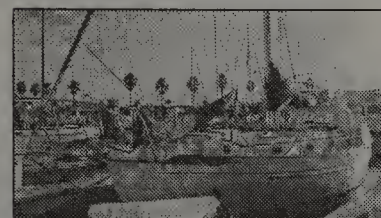


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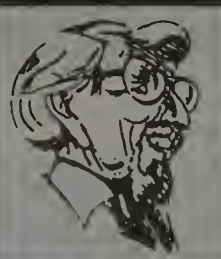


36' MAGELLAN KETCH Angelmon designed. Includes diesel engine, furling jib, full keel. Good shape. Make offer.



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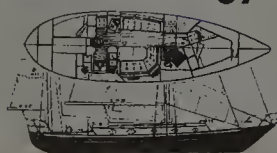
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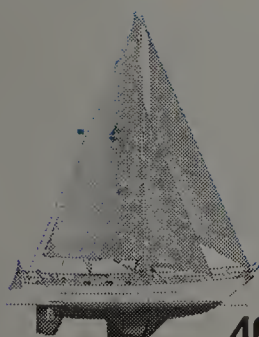
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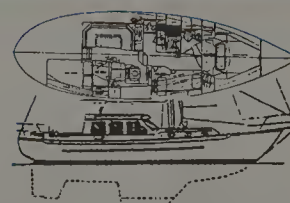
37'



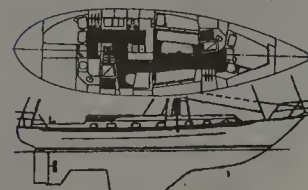
40'



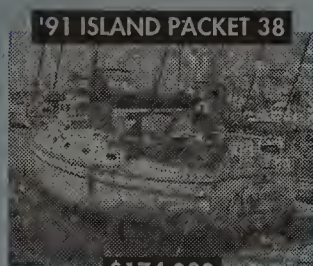
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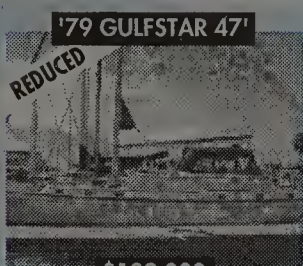


44'



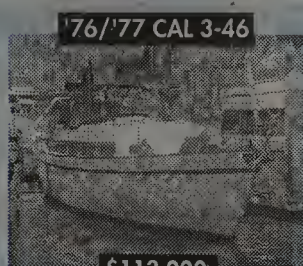
'91 ISLAND PACKET 38

\$174,000



'79 GULFSTAR 47'

\$139,000



'76/'77 CAL 3-46

\$113,000



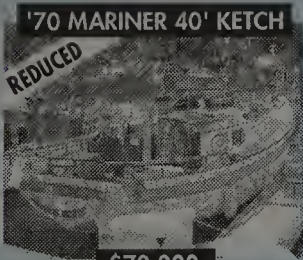
'76 CAL 3-46

\$110,000



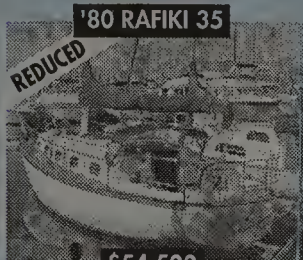
'75 DOWNEAST 38

\$58,500



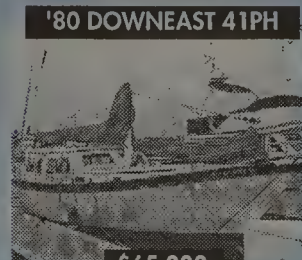
'70 MARINER 40' KETCH

\$70,000



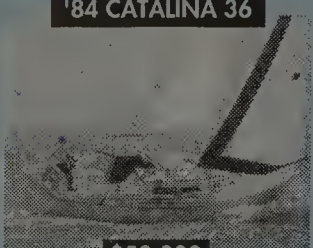
'80 RAFIKI 35

\$54,500



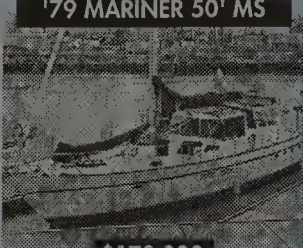
'80 DOWNEAST 41PH

\$65,000



'84 CATALINA 36

\$53,000



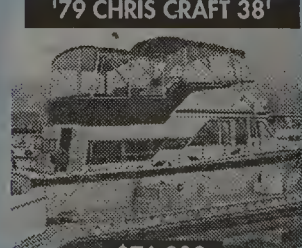
'79 MARINER 50' MS

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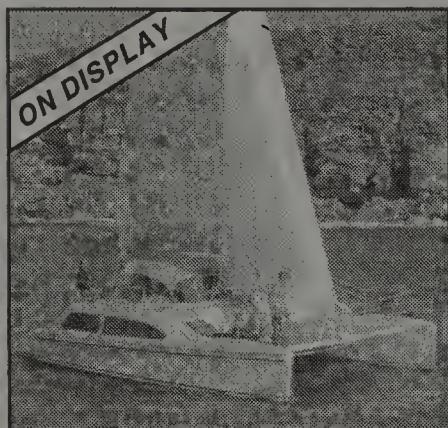


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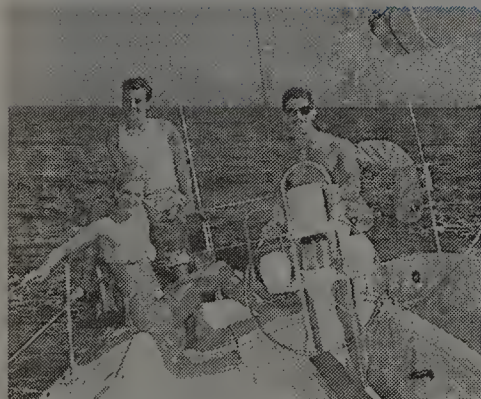
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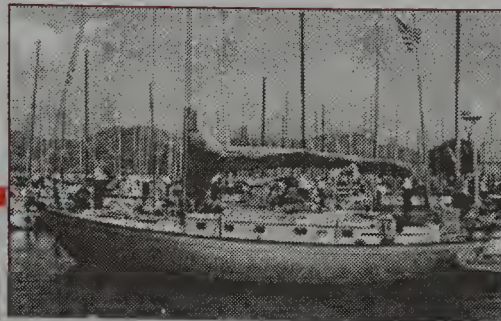
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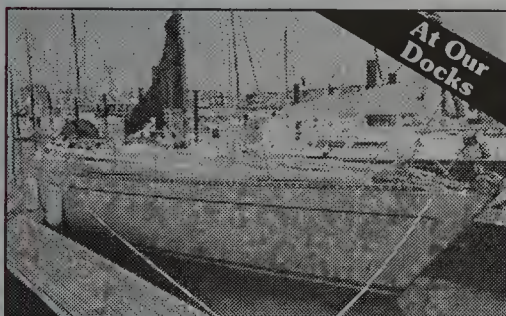
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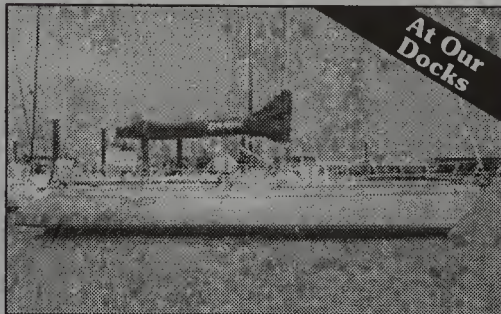
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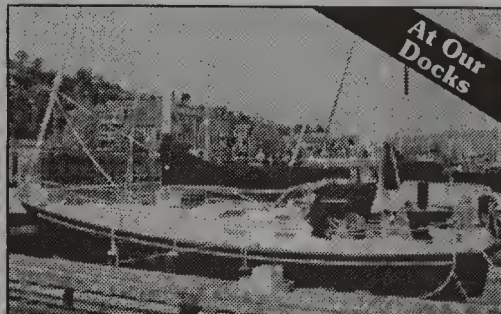
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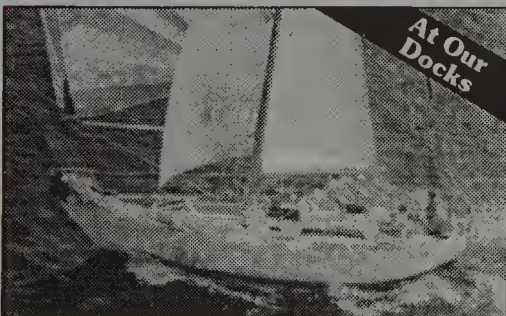
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BALTIC 42S

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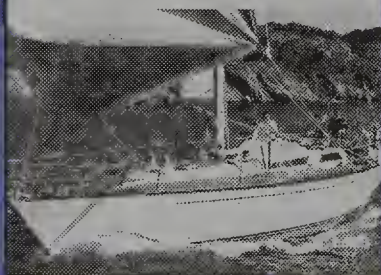
1) 1982: The best equipped and maintained Baltic 42 on the brokerage market. Two cabin layout with ensuite heads, pilot berths in salon, B&G electronics, complete racing/cruising sail inventory. 1100 engine hours. Max prop. \$240,000.

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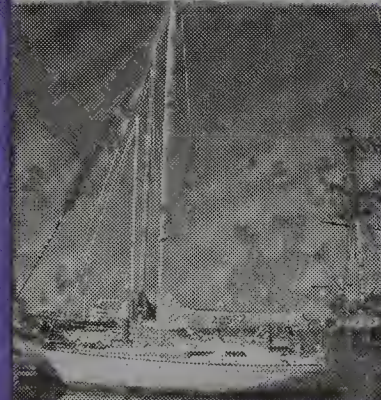
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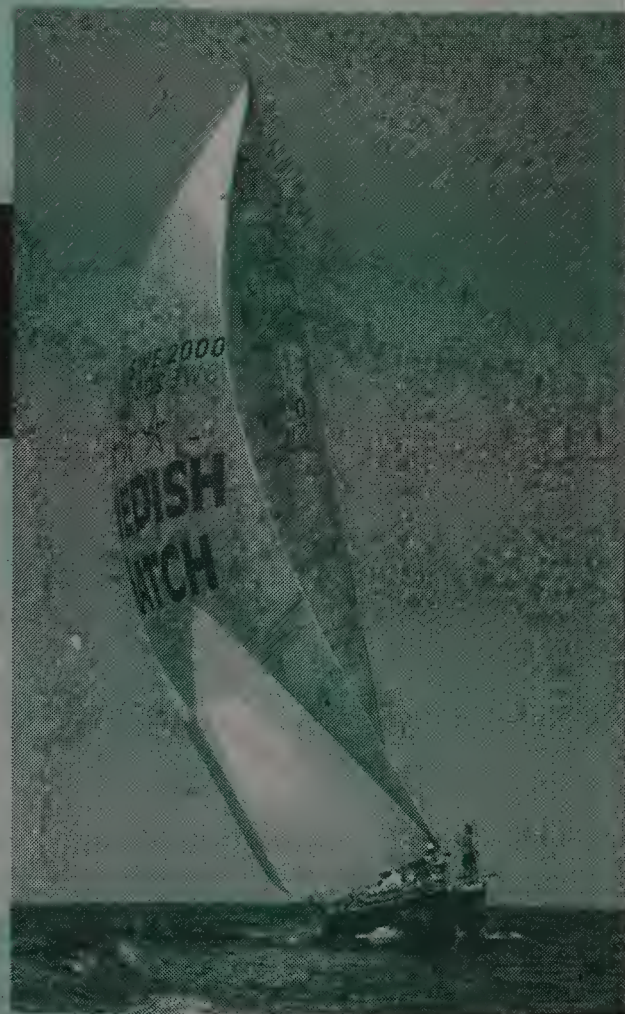
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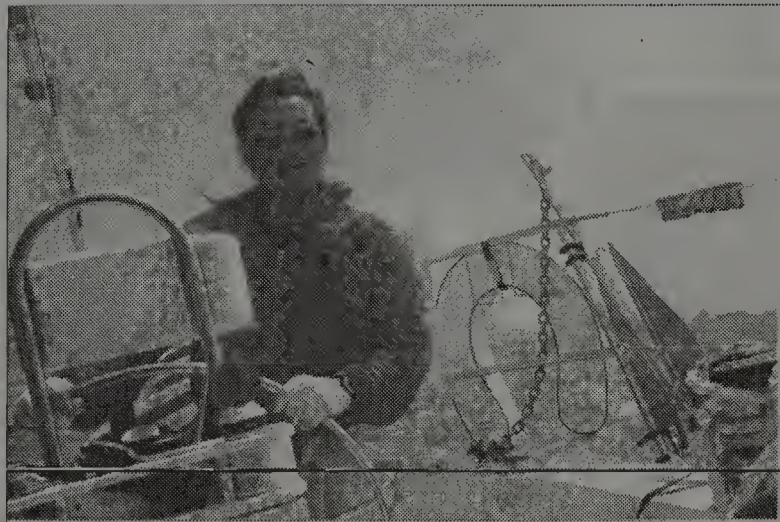
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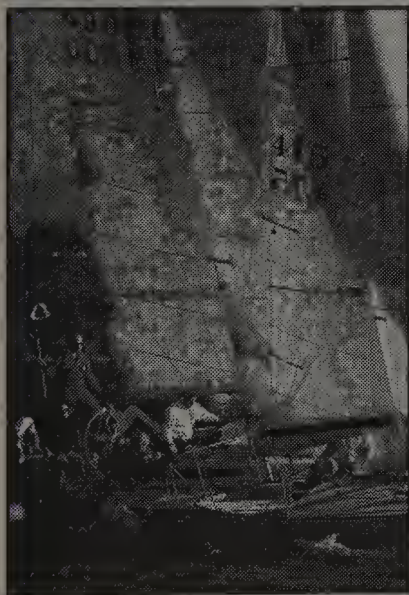
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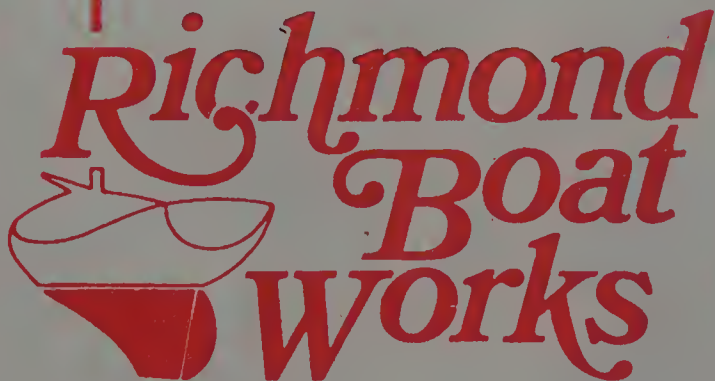
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Nonrace

Feb. 3 — Three Bridge Fiasco Awards Ceremony, 7:30 p.m. at the Oakland YC. Terry McKelvey, (510) 527-9433.

Feb. 4 — "Whitbread Race," a firsthand account, complete with slides and videos, by winning navigator Mark Rudiger. No doubt Mark will also discuss the recent Sydney-Hobart Race, which he viewed from the nav station of *Sayonara*. Ten dollars buys dinner (6:30 p.m.) and the show (7:30 p.m.). Everyone is welcome. Sausalito YC, 332-7400.

Feb. 4-March 23 — Basic Boating and Seamanship Course, conducted by the US Coast Guard Auxiliary on Tuesdays and Thursdays, 7:30-9:30 p.m., on Yerba Buena Island. \$30 fee includes texts. Info, 399-3411.

Feb. 7 — Live Dance Concert from 5-8 p.m. at the Sausalito Cruising Club, featuring Bob Bissell's Big Band playing classics from the '40s and '50s. Tickets are \$15; Don Bennett, 864-5533.

Feb. 10 — "Upgrade Your Electrical System," by Chuck Hawley; 7 p.m. at the Oakland West Marine store; free. Info, (510) 532-5230.

Feb. 12 — Crab Feed at Lake Merritt Sailing Club, "an annual nostalgic and gustatory experience." Jim Kearney, (510) 582-1048.

Feb. 12, 1989 — Ten Years After (from the March 1989 *Latitude*): "More than anything else, a sense of history pervaded Sunday, February 12, the day *Thursday's Child* glided into San Francisco Bay. And we're not talking passive history, such as noting that the 12th happened to be Honest Abe's 180th birthday. This was active history, driving-of-the-golden-spike type stuff, happening right before the eyes of the nation. The three tanned, fit, bearded men on the custom 60-foot *Thursday's Child*, but for a brief stop in the Falklands, had been sailing constantly since leaving New York on Thanksgiving Day of last year. They were in pursuit of history, tying to beat "the last great sailing record": the legendary 1854 run of the American clipper *Flying Cloud* from New York to San Francisco in 89 days, 8 hours.

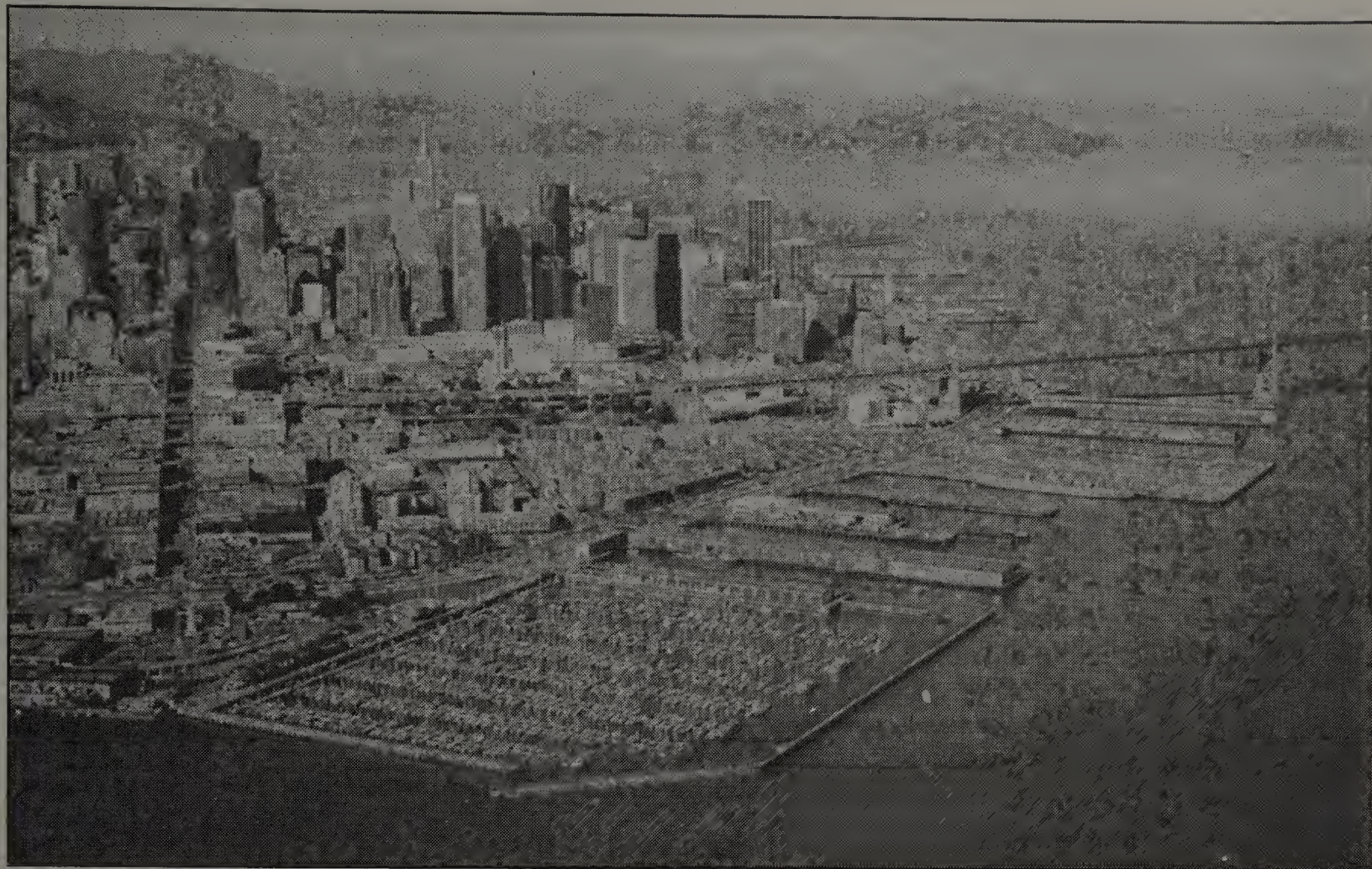
It happened officially a few minutes after noon, as *Thursday's Child* slipped between the buoys off the St. Francis YC. A cannon from the race deck sounded — followed by a cacophony of horns from the 100-boat escort fleet. After 135 years, the new record is 80 days, 20 hours. Warren Luhrs, Lars Bergstrom and Courtney Hazelton had broken *Flying Cloud's* record by more than a week.

It's been a long time coming, and for good reason. For one, this is no "break out the beer, throw up the chute and let's rock n' roll" type record. This is 14,500 miles of some of the hardest sailing in the world, where shoreside planning takes on the strategic implications of an Apollo lunar mission. And then there's the "leeward mark," Cape Horn. Now and forever the Mt. Everest of sailing, the Horn had to be rounded the "wrong" way — upwind from east to west. Though equivalent to two thirds of the way around the globe, most who know consider this passage to be more difficult than a circumnavigation. Nowhere is this better born out than by the five failed attempts by well-organized challenges at this record since 1982."

Feb. 14 — Valentine's Day — take your sweetheart for a Sunday sail.

Feb. 15-22 — "How to Discover the Joys of Cruising," a free seminar by Amanda Swan and John Neal, 7-9 p.m. at the following West Marine locations: Sausalito (2/15), Oakland (2/16), South San Francisco (2/17), Palo Alto (2/18) and Stockton (2/22). Call the appropriate store for details.

Feb. 16 — SF Bay Oceanic Crew Group meeting, featuring sailmaker Kame Richards speaking on his favorite topic, "Tides and Currents of SF Bay." Fort Mason Center, Room 210, 7 p.m., free. Info, 979-4866.



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This 1981 Laurie Davidson design thoroughly upgraded and a huge opportunity, lying in wait.



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This Express 37 has not been raced in the last five years. She is just on the market and priced to sell.



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This '84 Farr 33 built by Annapolis Custom Yachts is ready for shorthanded ocean sailing. Just listed. At our docks.



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SANTANA 35, '79, *Hot Flash*
Very clean. Motivated seller.



CABO 30, '84, *Colibri*
Carl Schumacher design. Excellent racing record. Really great racer/cruiser.



J/80, '93, *Jim*
The owner wants this J/80 gone today. He just took delivery of a J/120. Great inventory. Race ready.



NELSON MAREK 30, '94, *Invincible*
Fully equipped for someone who wants it all. Okam, full sail inventory, trailer, etc.



J/29, '83, *Flying Cloud*
Masthead J/29, very well equipped with great sails.



J/92, '92, *Speedy Gonzales*
This J/92 is the best equipped and has a great race record.



J/105, '95, *Snoopy*
The best equipped J/105 on the coast. Owner has a new J/125.

54' Schumacher, '96 *Swiftsure II* 650,000
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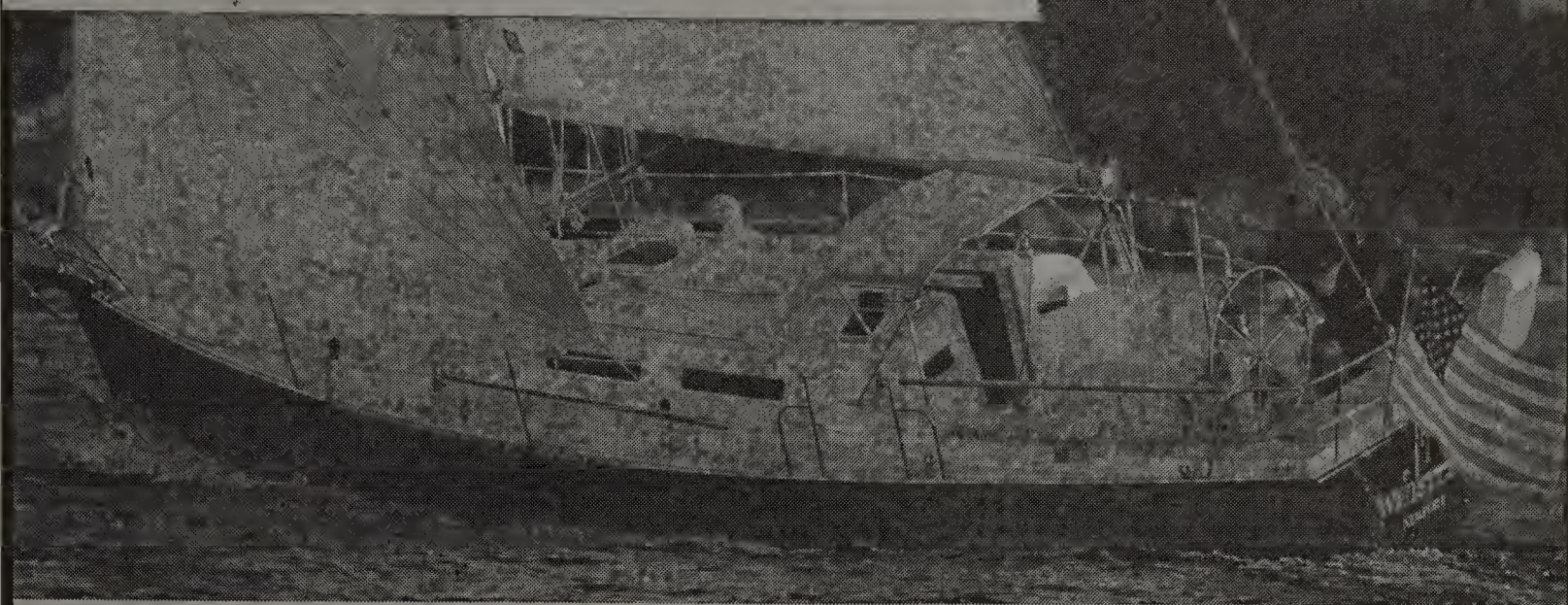
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J/32 New Owner Profile



Owners: Tom and Diane McBroom

New J/32 owner Tom McBroom grew up sailing catboats on the shores of Virginia and North Carolina. Later he became an active racer in Thistles on the Finger Lakes in New York. That started him on a lifetime of sailing experiences that include charter vacations, chartering from Northern and Southern California charter outfits, a period as an avid boardsailor and regular crew in the local Folkboat fleet with this year's champion Peter Geel. Tom and Diane's recent decision to get back to boat ownership led them to the purchase of a new J/32.

Tom comments on their decision to purchase a J/32:

"My wife and I decided to trade down to a smaller place in the City and get back to more time outdoors with our weekend hobby of sailing. In looking at boats I, of course, considered the wide variety of boats I've sailed through the years and some advice from Anthony Sandberg, owner of OCSC. At one point Anthony said, "Boats are used in an inverse proportion to their length." Taking all that into consideration I was looking for the right size boat that my wife and I could use easily and frequently.

"Several other factors were very important to us. First we want to do lots of local sailing ourselves with or without guests, many of whom would be non-sailors. This means we want a boat that is handled easily shorthanded or singlehanded. A safe, well-built boat that is strong on performance (which I consider a requirement for safety) that is a pleasure to sail. As a long-time sailor, nothing is more enjoyable than sailing a well built boat well.

"J/Boats has done a superb job blending all those characteristics. The sheeting arrangements on deck are such that one person can handle both the main and jib while sitting at the helm. The sail plan is laid out so that with a small headsail you have plenty of performance but don't need excessive strength to control it. If the wind pipes up the jib can be furled easily and the boat continues to sail extremely well under main alone. With a deep bulb keel and long waterline (almost plumb bowed like a Thistle) the J/32 is a dream for people who really enjoy the feel of sailing. She simply sails well and is thoughtfully laid out for sailors.

"We see ourselves doing some weekend trips and the occasional jaunt down the coast or up the Delta. They've done a nice job with the interior appointments and she has a clean, open interior with loads of storage. In addition, the cockpit is huge for a 32-foot boat and is laid out to comfortably entertain a large group. Overall we're looking forward to spending lots of time aboard daysailing, weekendng and maybe even participating in the occasional Beer Can race.

"The J/32 has impressively lived up to our expectations, and we're looking forward to all the time we'll be spending aboard in the days and years ahead."

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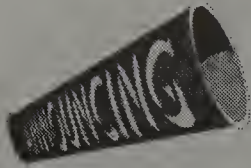
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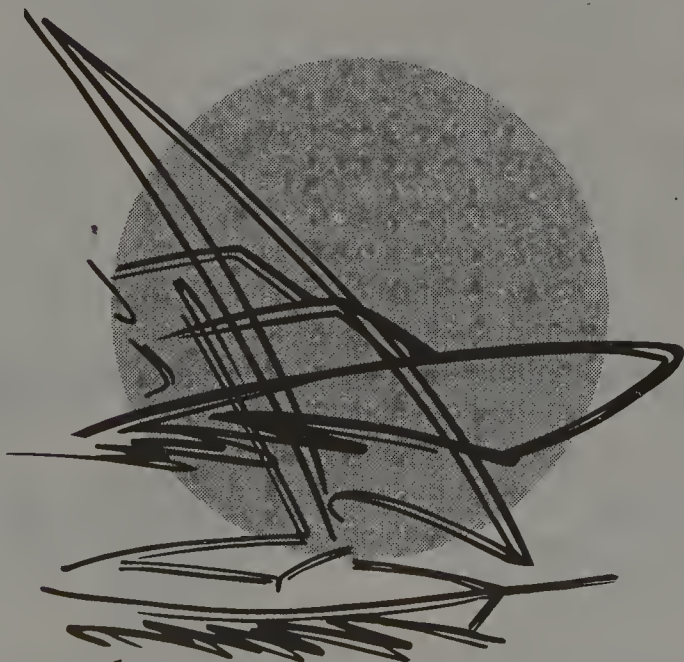
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CALENDAR

Feb. 21 — Swap Meet at Berkeley YC, 7 a.m. until whenever. Bargain boat gear, waffle breakfast, BBQ and more. Lori Lombardo, (510) 653-6088.

Feb. 24 — "Heavy Air Sailing," by Kame Richards; 7 p.m. at the Oakland West Marine store; free. Info, (510) 532-5230.

Feb. 27 — Race Management Seminar at Golden Gate YC, 8:30 a.m. to 5 p.m.; \$15 fee includes lunch and handouts. A totally worthwhile program that all race committee members should attend! YRA, 771-9500.

Feb. 27-28 — Free Open House and Charter Boat Show at Club Nautique, 11 a.m. to 5 p.m. in Alameda (Saturday) and Sausalito (Sunday). Free sailboat rides, charter boat ownership seminar, and a BVI seminar. Info, (800) 343-SAIL.

Mar. 1 — Howl at the full moon.

Mar. 2 — Tahiti Race Seminar: electronics, medical and weather. Berkeley YC; 7 p.m.; free. Paul Altman, (510) 632-7461.

Mar. 6 — Sail-A-Small-Boat Day, Part II. Free rides in centerboard sailboats! Hosted by Richmond YC and SBRA, (510) 232-6310.

Mar. 7 — Race Committee Training Seminar sponsored by Sequoia YC (Redwood City). This is an entry-level seminar open to anyone interested in volunteering for race committee work. Instructors include US Sailing-certified CROs Lloyd Ritchey, Russ Breed and Lynette Harter Breed. Call Lloyd at (408) 280-5021 for more info and/or an application.

Mar. 9 — "Sailing to Santa Barbara and the Channel Islands," a presentation by cruising guide author Brian Fagan. Good background for the Coastal Cup (June 26) or summer cruising. 7:30 p.m. at Encinal YC, with optional dinner (\$12) at 6:45. RSVP, (510) 522-3272.

Mar. 10-14 — 25th Annual Sacramento Boat Show at Cal-Expo. Info, (510) 834-1000.

Mar. 11-May 27 — Basic & Advanced Coastal Navigation, conducted by the USCG Auxiliary on Thursdays, 7:15-9:45 p.m. on Yerba Buena Island. \$50 includes texts. Info, (415) 399-3411.

Mar. 13 — "An Evening With Tania Abei," a two-hour slide show and booksigning to benefit the local Jaycees at the Naval Post Graduate School in Monterey. Abei, to refresh your memories, was the 18-year-old New York kid who sailed around the world alone back in 1987. Tickets are \$15 in advance, \$18 at the door. 7:30 p.m. Call (831) 641-9358 for details.

Mar. 16 — "Sailing Fundamentals," a free five-week USCG Auxiliary course on Tuesdays and Thursdays, 7:30 p.m., at the Sausalito Cruising Club. John, 924-1842 (evenings)

Mar. 20 — Master Mariner's Spring Potluck at San Pablo YC (Richmond). Jeff Stokes, (510) 935-7096.

Mar. 20-21 — 7th Annual Northern California Women's Sailing Seminar, hosted by Island YC. An all-weekend event for the fair sex only. Info, (510) 869-5707.

Apr. 4 — Flea market in the parking lot at the Santa Cruz West Marine, 8 a.m. to noon. Info, (831) 476-1800.

Apr. 11 — Daylight Savings Time begins this weekend — and not a minute too soon!

Apr. 14-18 — Pacific Sail Expo at Oakland's Jack London Square. Stay tuned for details.

Apr. 25 — PICYA's Opening Day on the Bay.

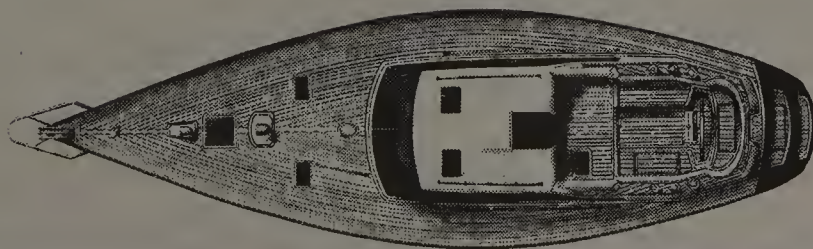
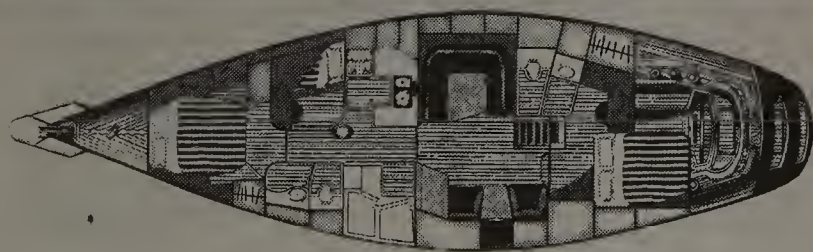
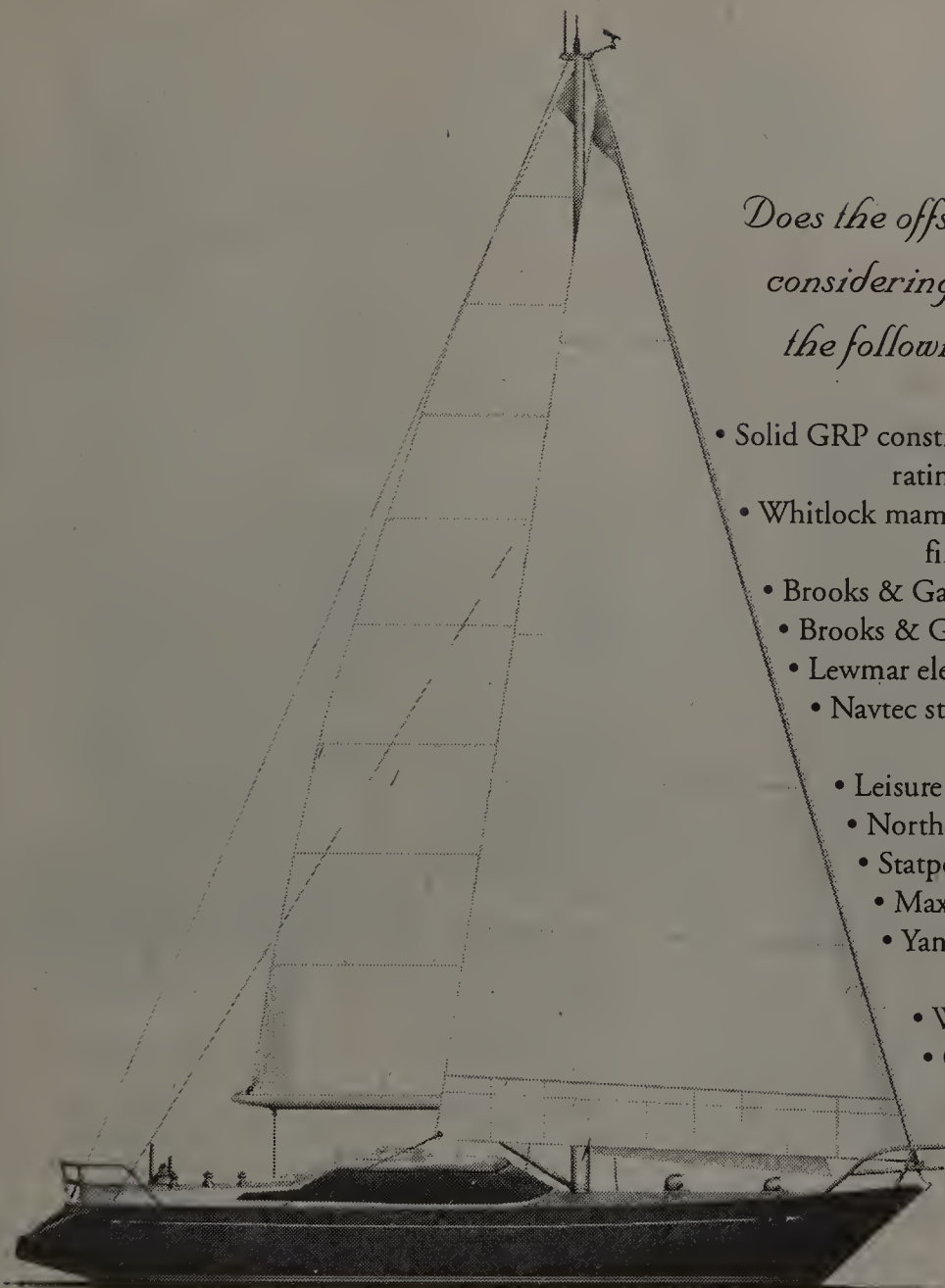
Racing

Feb. 4 — Pineapple Cup, aka the Montego Bay Race. Look for two West Coast efforts, the veteran trimaran *Lakota* and the new turbosled *Pyewacket*, to steal the show in this classic 811-mile sprint from Ft. Lauderdale to Montego Bay, Jamaica. Ken Batzer, (954) 763-1974.

Feb. 6 — Leg III of Around Alone starts: 5,960 lonely and brutal miles from Auckland to Punta del Este. What is left of the fleet should arrive beginning about March 5. See around-

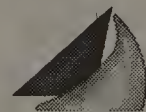
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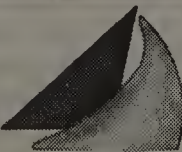


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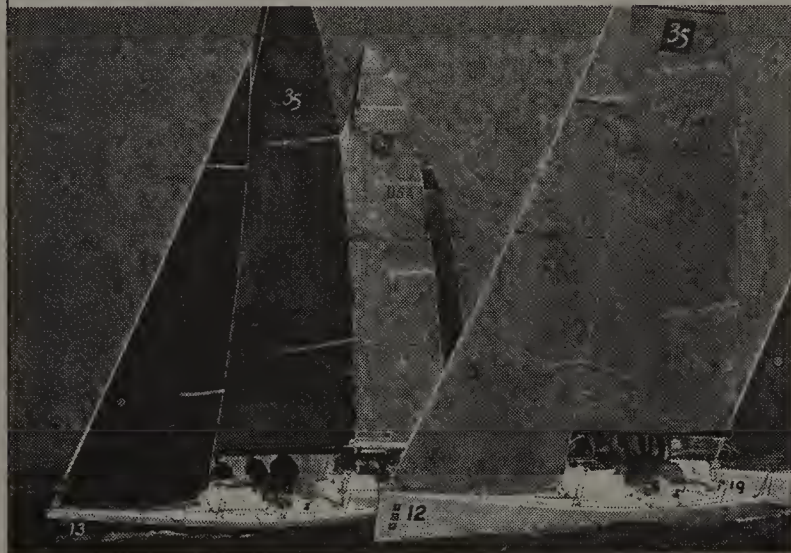
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CALENDAR

alone.com for more information on this race than you imagine.

Feb. 12, 17-19 — 15th Biennial International Yacht Race to Puerto Vallarta, sponsored by the Del Rey YC. See *The Racing Sheet* for a small preview of Northern California entries. DRYC, (310) 823-4664.

Feb. 27 — Kurt Zane Regatta, non-spinnaker racing for Catalina 30s and 34s. Continues on March 13. Mark Hecht, (650) 341-6449.

Feb. 28 — BYC/MYCO Champion of Champions, a final lap around the Berkeley Circle to determine who has the best PHRF rating. Trophies for the BYC/MYCO Midwinters will be handed



LATITUDE/ROB

On the Expressway at the BYC/MYCO midwinters.

out afterwards at the BYC clubhouse. Bobbi Tosse, (925) 939-9885.

Feb. 28-Mar. 4 — MEXORC, four days of low-key buoy racing off Puerto Vallarta. Frank Whitton, (619) 226-8033.

Mar. 3-7 — 58th Acura Southern Ocean Racing Conference (SORC) in Miami. Keith Taylor, (781) 837-8833.

Mar. 6-7 — Spring Keel Regatta, the first St. Francis race weekend in 15 years without Matt Jones. StFYC, 563-6363.

Mar. 7-13 — Congressional Cup, featuring defending champion Peter Holmberg, past two-time winners Gavin Brady and Dave Perry, Whitbread winner Paul Cayard, Markus Wieser (GER), Luc Pillot (FRA), Francesco de Angelis (ITA), Neville Whitley (AUS), Scott Dickson (Ficker Cup winner) and Betsy Alison. Long Beach YC; Bill Green, (714) 521-3084.

Mar. 13-14 — RYC's Big Daddy Regatta, PHRF racing on the Richmond Riviera for boats rating 168 and under. Two buoy races, a party and a pursuit race for \$1.75/foot. Nancy Pettengill, (510) 234-1253.

Mar. 13-14 — Spring Dinghy Regatta, crash and burn time on the Cityfront. StFYC, 563-6363.

Mar. 27 — Doublehanded Farallones. Bay Area Multihull Association (BAMA); Peter Hogg, 332-5073.

Mar. 27-28 — 27th Wheeler Regatta. Buoy racing on Saturday, pursuit race on Sunday. BYC; Bobbi Tosse, (925) 939-9885.

May 1-2 — Vallejo Race, the YRA season opener. Does anyone remember 30 years ago, when this race was blasted by 70-knot winds? Of the 600-some boats on the Bay that early May weekend, 22 required Coast Guard assistance, four broke masts, three sank and two capsized. YRA, 771-9500.

May 8 — Tahiti Cup starts from San Francisco. The field is looking pretty thin — *Vitesse*, *Petard* and *Pegasus* (ex-Cheval) seem to be going, but you never know. The Hawaii start is looking a bit shaky, too — *Kaimiloa III* is the only one seriously interested so far. Bobbi Tosse, (925) 939-9885.

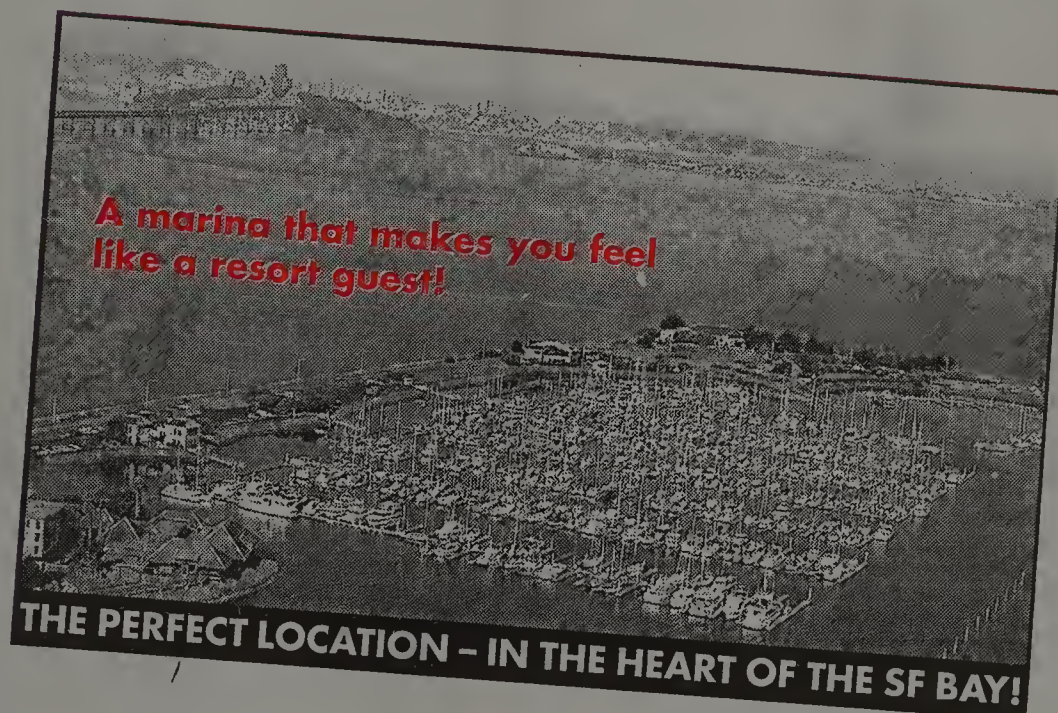
July 3 — 40th Honolulu Race, aka The TransPac. Cruisers will start on June 29, racers on July 3, and multihulls on July

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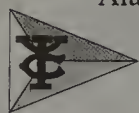
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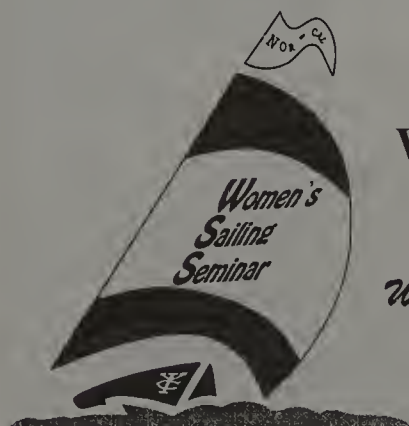


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CALENDAR

6. Will Roy Disney's new *Pyewacket* beat his old boat's '97 course record of 7 days, 15 hours, 24 minutes? Dan Nowlan, (619) 224-0198, or www.transpacificyc.org.

Midwinter Race Series

ALAMEDA YC — Estuary Midwinters: 2/14, 3/14. M.L. Higgins, (510) 748-0289.

BERKELEY YC — Chowder Races: Almost every Sunday until 4/4. Paul Kamen, (510) 540-7968.

BERKELEY/METROPOLITAN YC — Midwinters: 2/13-14. Bobbi Tosse, (925) 939-9885.

CORINTHIAN YC — Midwinters '99: 2/20-21. Matthew Gorton, 256-9243.

ENCINAL YC — Jack Frost Series: 2/20, 3/20. Lee Bergman, (650) 593-0405.

GOLDEN GATE YC — Seaweed Soup Perpetual: 2/6, 3/6. GGYC, 346-BOAT.

LAKE MERRITT SC — Robinson Memorial Midwinters: 2/13, 3/14. Duncan Carter, (925) 945-6223.

OAKLAND YC — Brunch Series: 2/7, 2/21 and 3/7. Bob Donovan, (925) 934-7848.

RICHMOND YC — Small Boat Midwinters: 2/7, 3/7. RYC, (510) 237-2821.

SANTA CRUZ YC — Midwinters: 2/20, 3/20. SCYC, (831) 425-0690.

SAUSALITO CC — Midwinters: 2/27, 3/27. Deborah Leanos, 499-9676.

SAUSALITO YC — Midwinters: 2/7, 3/7. Frank Drouillard, 898-6500.

SOUTH BAY YRA — Winter Series: 2/13, 3/20. Michael Dixon, (510) 635-5878.

SOUTH BEACH YC — Winter Series: 2/13, 3/13. Mark Hecht, (650) 341-6449.

VALLEJO YC — Midwinters: 2/13. VYC, (707) 643-1254.

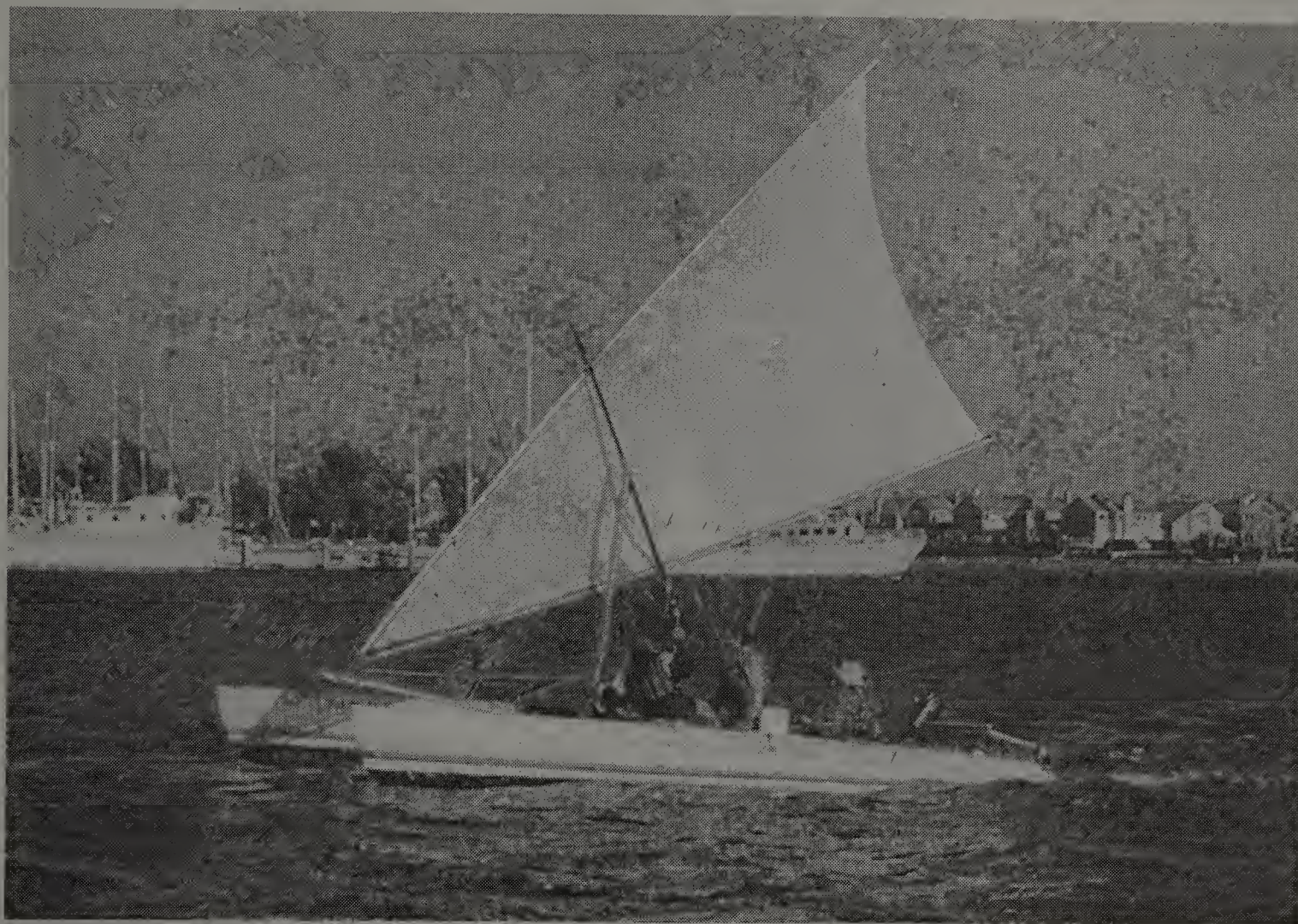
Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

February Weekend Currents

date/day	slack	max	slack	max
2/06Sat		0212/2.6F	0526	0805/2.8E
	1209	1445/1.9F	1748	2020/2.4E
2/07Sun	0005	0300/2.2F	0611	0857/2.8E
	1312	1554/1.9F	1857	2116/1.9E
2/13Sat		0158/2.1E	0518	0807/2.6F
	1058	1410/4.6E	1812	2113/3.5F
2/14Sun	0026	0241/2.4E	0558	0849/2.8F
	1140	1452/4.9E	1849	2147/3.8F
2/15Mon	0104	0322/2.8E	0638	0930/3.1F
	1222	1534/5.0E	1925	2222/3.9F
2/20Sat		0103/3.4F	0414	0706/3.9E
	1042	1334/3.0F	1642	1927/3.4E
	2250			
2/21Sun		0153/3.0F	0500	0759/3.9E
	1150	1439/2.8F	1755	2025/2.8E
	2347			
2/27Sat		0201/2.5E	0510	0804/3.1F
	1050	1406/4.9E	1758	2106/4.1F
2/28Sun	0009	0245/2.8E	0558	0852/3.3F
	1141	1451/4.9E	1841	2145/4.1F

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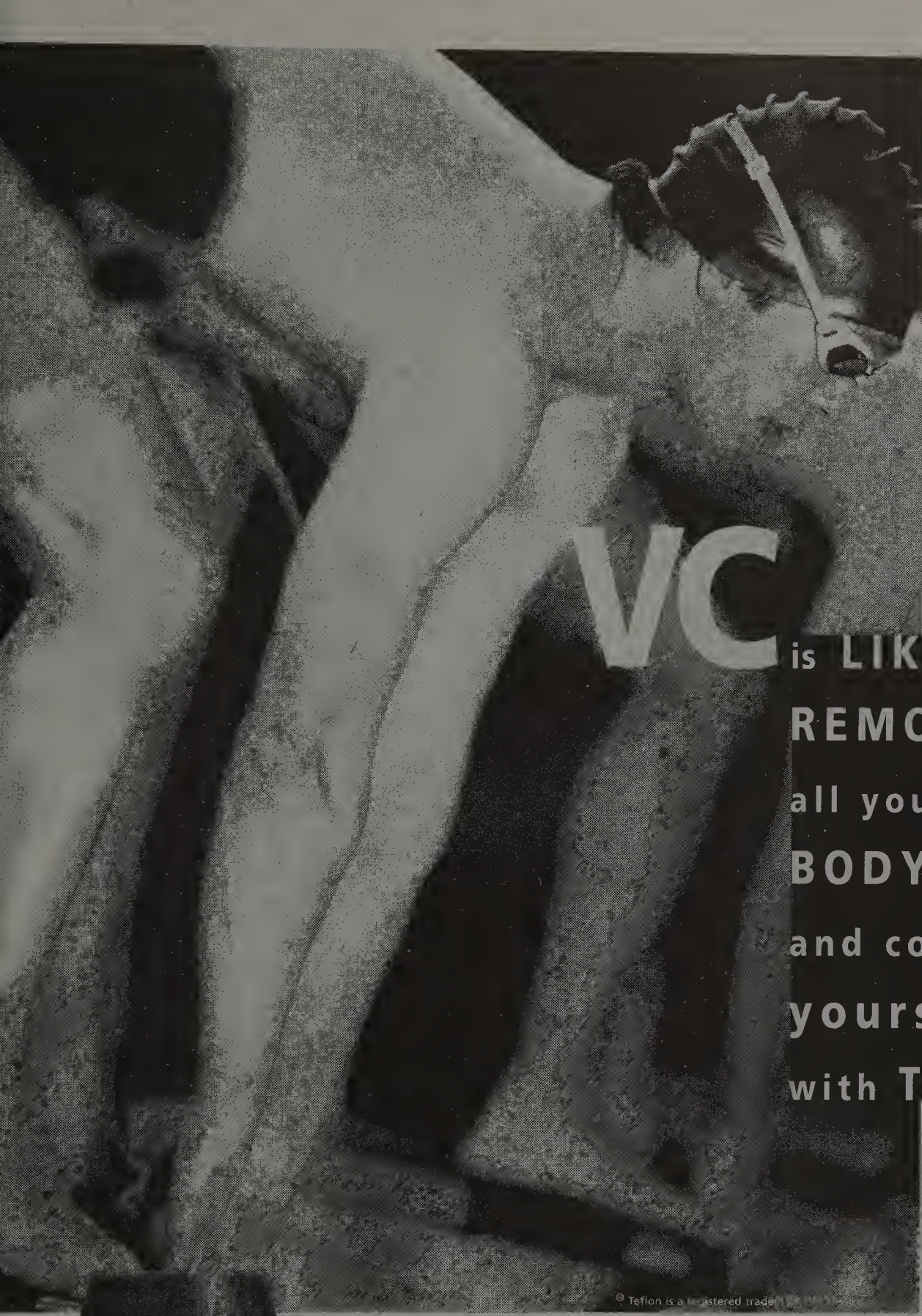
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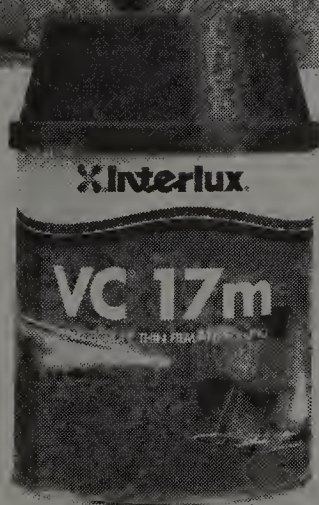
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LETTERS

↑↓ FAILED FANTASIES

I agree with Gary Albers' January letter that the material factual alteration of his article copy is irresponsible editorial practice. I must also say that recasting the writer's voice to your version of informality — as opposed to copy editing for clarity — is as demeaning to a writer as it is to a reader.

What really caught my attention was your reply that sailing was a "casual" activity — that is, chance, offhand, haphazard. I submit that such is a dangerous attitude to promote. Sailing is recreational, sailors are out for a good time, but it requires mastering the discipline of seamanship in a deliberate and systematic way, particularly if cruising.

I'll wager most readers are interested in learning from other voyagers' experiences — which is your magazine's strength. To that end the purpose of language is to communicate accurately. I know that the battle has been lost to maintain the traditional, beautiful, and precise vocabulary of seamanship against the onslaught of the lingo of freeway commuting. But dumbing-down a writer's work to the level of really tired, swinging-'70s-Marin-County-hot-tub-babes-'n-wet-tee-shirts-sloppy editorial voice is a great disservice, and in the real world of publishing, an offense against the writer and his reputation.

Everyone knows yachties like to party, but reading about all those "casual" parties they missed isn't going to help anyone get boat and crew safely into port. For too many people, cruising has become just another oversold all-American consumerist theme park of escapism — as attested by the thousands of unused boats clogging marinas, victims of failed fantasies.

As a reader of *Latitude* since those '70s, I suggest you stick to what you could do best, the sea letters from cruisers, and the informed reporting such as Mr. Albers'. You can raise sailing consciousness, not lower it, and still keep the fun.

Donn Tatum
Aboard Lolita
Ventura Harbor

Donn — Leave it to a guy with a boat named Lolita to equate making contractions — such as "it's from 'it is'" — with "really tired, swinging-'70s-Marin-County-hot-tub-babes-'n-wet-tee-shirts." What the heck is that hilariously monstrous and mangled metaphor supposed to mean? And then you — who toss off S&M-scented words such as "demeaning", "mastering", and "discipline" — pile it on by accusing folks with boats in marinas of having "failed fantasies". The sailing doctor senses extreme rigidity and Puritan-like anger at people who are seen having fun. He prescribes more sailing and healthy doses of good lovin' — from a real woman over the age of consent, of course!

Now that we've both had fun verbally ridiculing one another, let's get serious. Our screwup — which you far more obliquely describe as a "material factual alteration" — had nothing to do with "irresponsible editorial practice" and everything to do with making a simple error that isn't going to harm anyone. We're human, so despite our best efforts, we're going to make similar errors in the future. Either accept it or take your reading elsewhere. As for your suggestion that we suddenly adopt some phony formal and/or pretentious tone after more than two decades, we're not going to start on that slippery slope. Heck, the next thing we know you'd be telling us we had to wear shoes to work in the summer!

Life is all too short, Donn, so respect and enjoy it. To that end, we sincerely hope that '99 is the most laughter-filled year of your life.

↑↓ TOM GAINES IS GRAVELY ILL

On December 24, catastrophic health problems befell Tom Gaines and Yvonne Gibson of Amola, a Newport 41 currently

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If this sounds of interest to you, plan to come to our slide shows by Margo Wood. On Thursday, May 6, the topic is Cruising to Mexico with Charlie's Charts and on Friday, May 7, the topic is cruising the British Columbia Coast to Glacier Bay, Alaska.

Margo Wood is known as Mrs. Charlie's Charts. Charlie's Charts provide detailed "friendly" charts and information on accessible but little known coves, bays and inlets for cruising sailboats.

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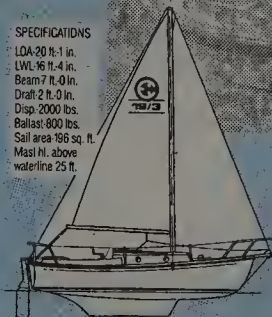
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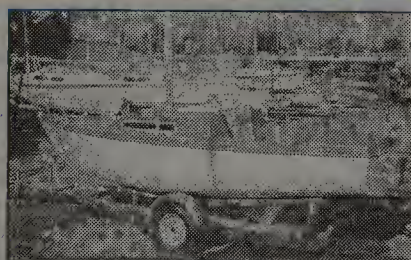
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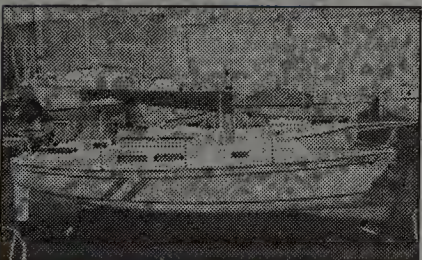
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VENTURE 17

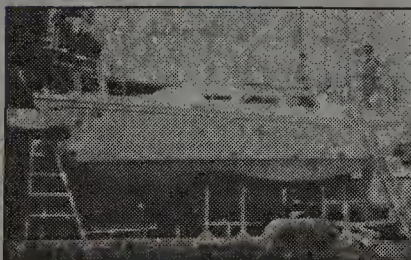
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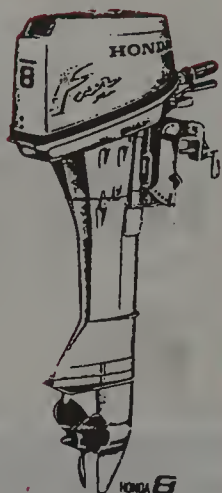
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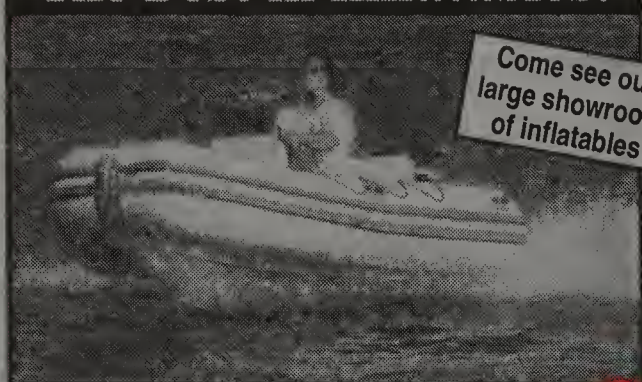
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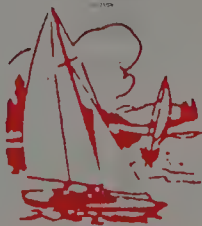
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LETTERS

based in Puerto Vallarta. Tom suffered a brain aneurism, and eventually underwent eight hours of brain surgery at the reportedly excellent teaching hospital at Guadalajara. He subsequently made one step forward but then two steps back. He is presently gravely ill in a hospital in Puerto Vallarta.

Tom and Yvonne sailed to Mexico as part of the '97 Ha-Ha. Unfortunately, like a number of cruisers, they have no health insurance.

Both Tom and Yvonne have strong ties to our Northern California sailing community. Tom raced with the Singlehanded Sailing Society, and Yvonne was a founder and chair of Island YC's Women's Sailing Seminar. She is a certified race officer and crewed with George Neill aboard the Express 37 Blitz, and with Bob Campbell aboard Rum Tum Tugger.

Tom and Yvonne's friends are hoping the racing and cruising community will pitch in to help them in their time of need. If you can, please send a donation to: Yvonne Gaines, c/o J. Gibson, 413 5th Street, Radford, VA, 24141. Please make checks payable to Yvonne Gaines.

Joanne McFee
Island YC
Alameda

Joanne — Although the dates of the Banderas Bay Regatta and our April issue deadline represent a dreadful conflict, we're hoping to be able to make it. If we do, we'd be happy to take up to 40 people aboard Profligate as a fund-raiser for Tom. Meanwhile, we and others will keep pulling for him and Yvonne.

Y2K + GPS = WHO KNOWS WHAT?

I've been wondering about the GPS system as we near Y2K, as I've read conflicting reports on how the situation is being handled. One report involved a plan to reprogram the satellite dates by setting them back 10 years. Another report indicated reprogramming wasn't needed, but talked about a few seconds of inaccuracy sometime in August — or was it September — which newer GPSs would handle without a hitch. The report didn't explain how or if older GPSs would still be usable after the few seconds were past.

I may help a friend bring his boat back from Japan somewhere around the middle of '99 and thought I'd do my homework. Do you know the last word on GPS and Y2K?

David Colborn
Dallas, TX

David — There are actually two distinct types of problems. One is 'Year 2000'-type problems that may afflict any one of three parts of the GPS operational system: the space component, the ground control component, and the portable user interface component. In addition, there is also what's known as the 'clock rollover' problem, which is going to occur at midnight on August 21, 1999.

Since not all manufacturers are ready to respond to concerns about their units and the system as a whole, we're going to hold our response until next month. By then, however, we should be able to offer a list of all the popular models that would be adversely affected by these problems. In any event, it's nothing to get worked up about . . . yet.

OUR COOL \$25 FRIEND

We've been hearing from cruising friends who've been having problems with reefers on their boats. We're talking about nice, expensive units which have failed and needed to be replaced. It reminds us that we have a good reefer story to share:

We get our cold beer from a funny old reefer which we bought at a swap meet way back in '87 from a fellow on F Dock in

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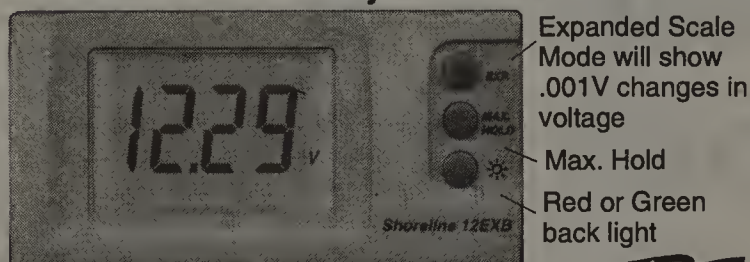
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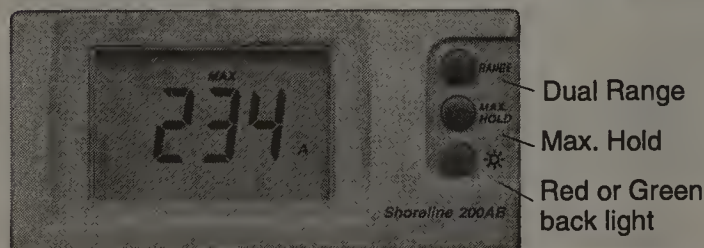


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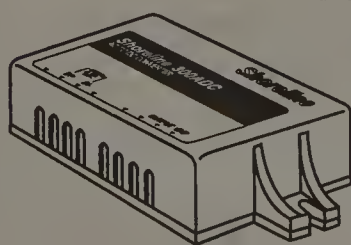
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LETTERS

Seattle. We were going to pay his asking price of \$40, but when trying to demonstrate it, he hooked up the wires reversed and smoke billowed out through the wire screen case. So we got it for \$25.

For 11 years that \$25 refrigerator ran virtually 24 hours a day, seven days a week. It required a fair amount of power, but not an outrageous amount — unless you consider that stuff was cool, not really cold. And its operation makes everything shake. The stove, the wine glasses in the rack, the whole boat. Any number of people have asked, "What's on?", no doubt thinking we had some new gen-set or something. No, it was just our \$25 special.

Since the reefer never stopped, we assumed that the thermostat was broken. That would explain why the capacity of the unit was diminished and why stuff never froze — even though we had it on all the time. We always planned on getting a new reefer as soon as the \$25 special quit — but it never quit.

Then, one afternoon in Mazatlan Judy got so sick and tired of the scruffy reefer lining that she ripped it out — without warning or prior discussion, I might add. I was therefore forced — no bars and therefore no cold beers at Marina Mazatlan — to redo the reefer lining immediately.

As a result, the reefer was down for 36 hours, its one and only Mexican vacation. And upon restarting, the thermostat suddenly started working! The reefer wasn't noticeably colder, but it used less power. The beer seemed a little colder, too, so we didn't throw it away.

On our crossing from Mexico to French Polynesia, however, the reefer pretty much failed. Despite running it continuously, it rarely was below 50°. We later learned that it was just seasick, as a day or two after arriving in the Marquesas, the contents dropped to their previously cool temperature again! This business of working in anchorages but not at sea continued all the way across the Pacific. Whoever heard of a reefer that suffered from *mal de mer*?

Now that we're in New Zealand, our refrigerator has miraculously transformed from a reefer into a freezer! It freezes meat and sometimes my beer has ice. We actually had to turn it down!

We know that a new unit would be better, as it would consume less power and maybe even make ice cubes. But the \$25 special has been with us so long that we think it's earned its spot on *Wings*. Besides, we're not sure we could find a replacement for \$25.

By the way, our ancient unit is a CombiCool, which looks just like a Norcold and has a Japanese 'Swing' compressor. It runs on 12 volts or 230 volts — just the ticket for New Zealand's 230 volt AC power. Now if we could only find the power cord after 12 years.

Fred Roswold & Judy Jensen
Wings, Serehdipity 43
Seattle

Fred & Judy — Great story!

TRANSARAIBES

Last summer, I emailed you for information on the Transaraibes Race from Martinique, to the Saints, to Antigua, to St. Barts, to Hemingway Marina in Cuba. You suggested waiting until about now to inquire about getting a berth. I'm still interested, but clueless. What's up?

Helen Walker
Boulder, CO

Helen — The French outfit that puts this and other ocean sailing programs together seems to have their act together. For details, check out their website at www.transaraibes.com.

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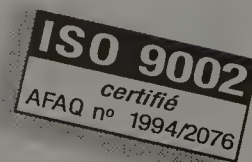
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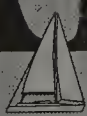
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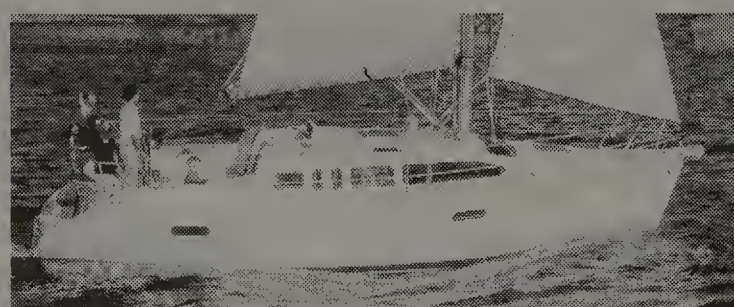
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LETTERS

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NEW RACE INSTRUCTIONS

To follow up on my last letter to you concerning race boats interfering with commercial traffic on the Bay, we had an interesting meeting with the Coast Guard Vessel Traffic Service in December. The Coast Guard showed us a video taken from the top of Yerba Buena Island showing several boats in the Big Boat Series crossing in front of a large oil tanker. The tanker captain took evasive action to avoid a dangerous situation. The video convinced us that we need to do more to discourage skippers from cutting too close in front of large ships.

The issue is, of course, how close is too close. The subject is governed by Rule 9 of the *Rules of the Road for Inland Waters*. Rule 9 does not specifically state how close is too close, but merely specifies that small craft may not impede the passage of large vessels in a restricted channel or fairway. All of San Francisco Bay and its tributaries have narrow channels through which all commercial ships must pass. Accordingly, any ship underway in San Francisco Bay is, by definition, within a restricted waterway, and so Rule 9 applies in all cases.

When an underway ship is in the vicinity of small craft, the ship sounds one long blast on the horn to indicate its presence and that small craft in the area need to keep clear. If the captain or bar pilot believes that a dangerous situation has developed which requires him to take evasive action, five short blasts are sounded on the horn. The captain is then required to take evasive action and the clear message is that one or more small craft have failed to keep clear.

If all our sailors adhered to Rule 9, five short blasts would never be necessary. Unfortunately, that is not always the case. It was not the case in the *Secret Love* incident reported by you in your January edition, and was not the case during last year's Big Boat Series.

For the 1999 Big Boat Series and all other regattas, the St. Francis YC will adopt a zero tolerance policy for boats that interfere with commercial traffic. We will be adopting new race instructions which will liberalize the rules under which a boat can be protested by a competitor or the race committee whenever a commercial ship sounds five blasts during the course of a race. We are developing these new race instructions at this time.

The subject of how close is too close is a tricky issue. The speed and direction of the ship, the speed and direction of the race fleet, wind and current all come into play, and in the end there is a judgment factor which must be applied. We would love to have an objective standard for making this determination, but we have yet to come up with anything that is bullet-proof.

One possible guideline would be whether the captain of the ship could see the sailboat as it passed across the bow of the ship. In cases where the ship's bridge is in the aft section of the ship, this might be a reasonable standard. Unfortunately, not all ship's bridges are in the aft of the ship — as was proven by your photograph of *Nada II* and *Secret Love* in 1983. In cases where a ship's bridge was amidships or forward, the standard of the captain being able to see the boat in front wouldn't work because the margin for error wouldn't be adequate.

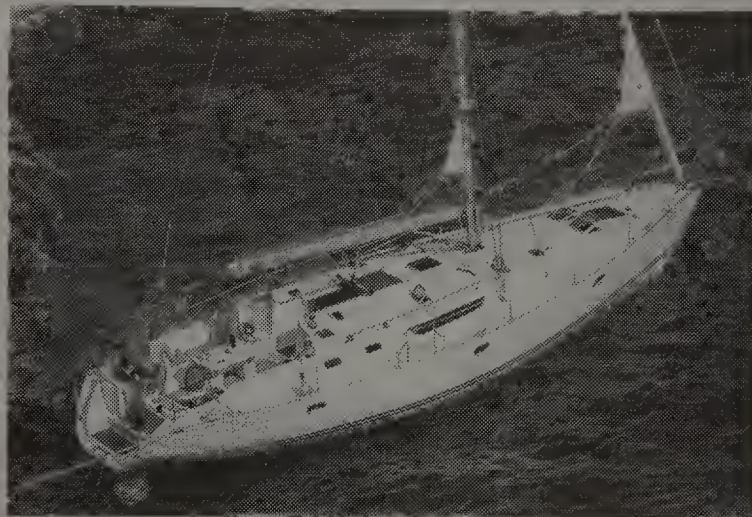
We're still working to come up with guidelines that will help us decide what is too close. Any suggestions from you or your readership are welcome.

P.S. In your January issue, you quoted and identified me as the Commodore of the St. Francis YC. When I wrote that letter,

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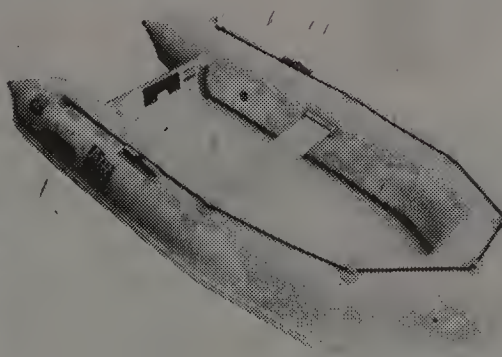
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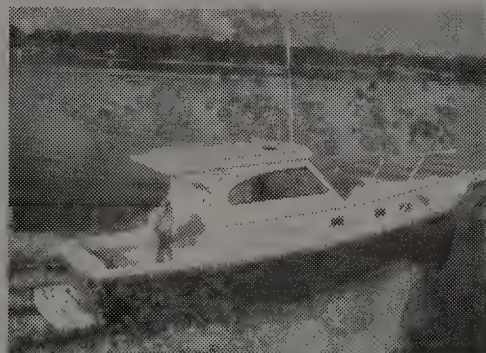
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Bruce H. Munro
Rear Commodore, StFYC

Bruce — We agree that 'zero tolerance' is the only way to prevent a tragedy — and to insure that sailors will continue to be able to race in the Central Bay. We appreciate the difficulty figuring out a fair and effective guideline to determine what's too close. Perhaps the best solution is to say that all competitors must pass a certain distance — say a quarter mile — in front of all large commercial traffic, and then periodically monitor compliance via radar from the club. Violators get tossed.

Sorry about misidentifying your position at the club. Simple minds such as ours often are overwhelmed by what should be an obvious distinction between Munro and Monroe.

THANKS AND NIGHTMARE TACTICS

As a kid growing up in a less than perfect family, I had a subscription to *Sail* magazine that provided an escape and fostered dreams of faraway places and activities more pleasant than my everyday life. It would be 20 years before those dreams would bear fruit, but the last two years have presented great opportunities for sailing and meeting the wonderful individuals who make up the sailing community. Now, as I begin my preparation for the next Singlehanded TransPac, I'd very much like to express my gratitude to the entire sailing community — and the following people in particular:

Lloyd Burns, Sr., the elder statesman of the Berkeley YC, who at age 70 still races *Prime Mover* with the SF-30s. Your gentle bearing and command makes it easy to learn. Max Ebb, whose stories of his own Singlehanded TransPac kindled the inspiration for my own endeavor, and whose technical lessons in sail trim have proved more useful than most manuals. Anthony Sandberg of OCSC, for always keeping the proper perspective on the issue of sport versus seamanship. Bill Lafferty, 1997 Commodore of Kona Kai International YC. After watching *Curlew* and *Dauntless* in San Diego Harbor, it's been impossible for me to stay away from boats! Capt. Dick Linehan, who provided the best basic training in sailing that anyone could ask for. Met any good hurricanes lately? Faun Skyles, who was right in saying that it all starts with a dream. All the best, wherever you happen to be cooking now. Mom, for introducing me to the quote from *Wind in the Willows*: "There is nothing, my young friend, absolutely nothing, half so much worth doing as messing about in boats!"

As 1999 gets underway, I want to wish all the best to everyone in the San Francisco Bay sailing community. If you see a quiet guy at the bar nursing a beer, introduce yourself. It's me, and I'm shy.

On another subject: It was very sad to read of the events in the southern hemisphere that resulted in the *Nightmare Off New Zealand* story. My heart goes out to those who lost loved ones and yachts. Would it be instructive for *Latitude* to solicit analyses of such events by recognized authorities in storm tactics? Or at least provide references or Internet links to resources on the subject? Where can we go to educate ourselves and avoid a similar fate? While my own knowledge of sailing in storms is vicarious, if I were caught in such a situation, I think I'd remember the following things that I've read:

- 1) Offshore gear should include a small storm jib and trysail.
- 2) Never sail under bare poles if it can be avoided.
- 3) Although not a sure thing, heaving to has been known to

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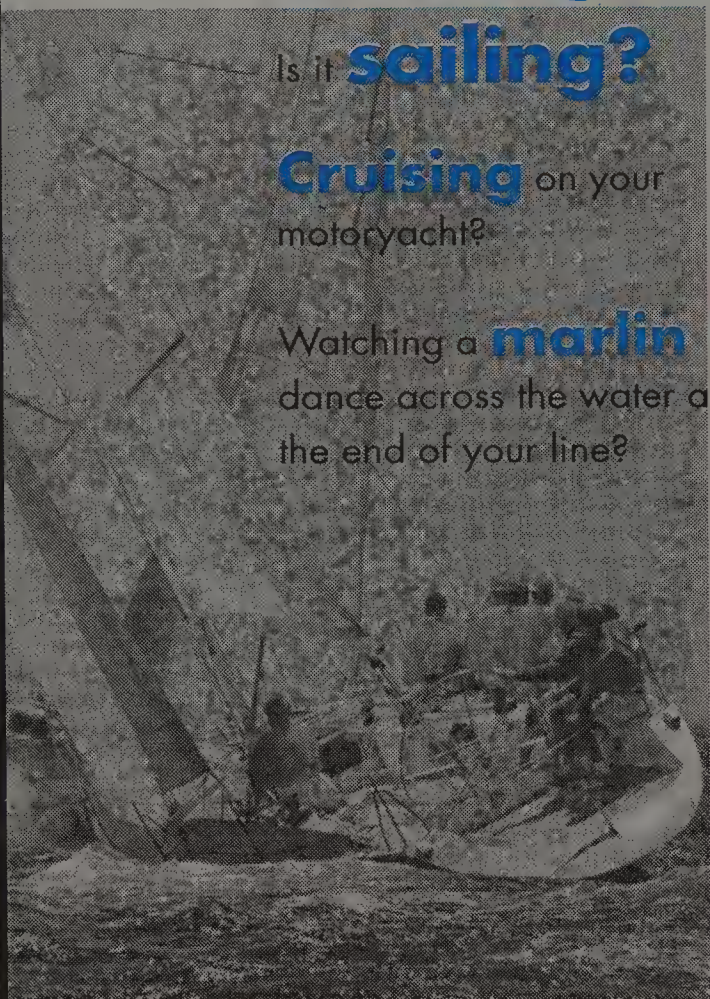


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Congressional Cup, Long Beach Yacht Club, 1996. Photo by Geri Conser.

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IN
SAUSALITO
TOO!

LETTERS

save sailors' lives in some of the worst conditions.

4) Could those in danger have possibly laid in for a windward shore?

Tyler Harden
Silly-con Valley

Tyler — The only good thing that can come from a tragedy is knowledge so that others in similar future situations might be saved. As a result, we've left messages with the skippers of *Salacia* and *Freya*, hoping to be able to get their invaluable first-person accounts of what happened on each of their boats. *Salacia*, you'll remember, apparently sank after contact with a ship attempting to rescue them. *Freya*, which had been rolled as many as five times, presumably sank shortly after the Berman family was rescued from her. Unfortunately, we've yet to hear back from any of the principals. There could well be good legal and/or emotional reasons why they've not contacted us, but we'll gently keep trying.

Frankly, we're not sure how many genuine 'storm authorities' there are because it's actually very rare for recreational mariners — even those with several hundred thousand ocean miles — to be caught in anything like honest 20-foot seas. You'll find substantiation later in this issue. While the veterans of multiple Whitbreads probably have the most experience in such conditions, their situation is entirely different because they're on large high performance boats rather than typical cruising boats, and they've got the help of full world-class crews, not just a girlfriend or spouse.

We also believe that people sometimes get lulled into false security by reading books on storm tactics, which can give the impression that it's easy — let alone possible — or even effective to follow their tactics. A couple of years ago, a veteran of 30 years of ocean racing and sailing told us about his experience being caught in 75-knot winds and associated seas. He snorted at the idea of anybody — let alone a typical husband and wife team — even thinking of going to the bow to set a storm jib. He said you simply wedged yourself into a tight spot for the duration and hung on.

After reading a book on storm tactics, you need to get a realistic simulation of what such conditions might be like. To this end, we suggest wrestling with a small sail on the bed of a pickup truck while it's being driven across rutted roads at 80 miles an hour. And you'll also need to remember that recommended solutions don't always work. *Freya's* drogue apparently wasn't the answer, and a sea anchor didn't work for the crew of *Credimus*. As unpleasant a realization as it might be, all mariners have to accept the fact that there are instances — thankfully very rare in normal cruising areas — when they can do little more than hold on tight and pray.

⚡ TYPHOON ALLEY

The Sydney-Hobart Race has an international reputation as being sort of the 'destruction derby' of yacht racing. Every now and then, as was the case this year, really awful weather overtakes the fleet.

It's almost amusing, too, that a couple of years ago the Osaka to Guam Race was also devastated by a storm. After all, how big a surprise was it when they ran the race down the middle of the Western Pacific's 'Typhoon Alley'? What's amusing is not the devastation or loss of life, but rather that it wasn't widely reported. I don't know whether it was because the original accounts were in Japanese or because the Japanese just aren't whiners.

The Osaka-Guam tragedy was a reprise of the '79 Fastnet, in the sense that it put the seaworthiness of modern yachts in extreme circumstances to the test. And this year's Sydney to

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LETTERS

Hobart was a reprise of the Fastnet in the sense of celebrity blubbing. In 1979, we had the Prime Minister of England, Edward Heath doing it. This year it was Oracle's Larry Ellison. All that was missing was Ted Turner, who was quoted as saying the most terrifying part of the Fastnet Race was waiting in his hotel room after the finish to see if any of the little boats had corrected out ahead of his *Tenacious*.

For sailors looking for an ocean race with a lower probability of severe meteorological problems, check out: <http://www.slip.net/~cjwarren/tahiti.html>. We'll look forward to seeing you at the finish line in Tahiti in May.

Charles Warren
San Francisco

Charles — We don't find anything remotely amusing about tragic aspects of the '79 Fastnet Race, the Osaka to Guam Race, or the recent Sydney to Hobart Race. While there are lessons to be learned from each of them, we think that everyone from the organizers to the participants had the best intentions in mind. Experienced sailors knew that all three races had reputations for being very challenging. We think it's in poor taste to try to build the fleet of the Tahiti Race using the tragedies suffered in other races.

And what's this nonsense about "celebrity blubbing"? We found the post-race comments of Ellison and Heath, both of whom had participated in many other races, to be from the heart. What more can you ask of anyone? Heath, of course, was no longer Prime Minister at the time of the Fastnet. As for Turner, his reputation for making outrageous statements is well known around the world.

The tragedy of the Osaka to Guam Race was poorly reported in the United States because of language differences and because Japanese races never get any coverage outside of Japan.

↑↑PASSPORTS FOR PETS

I'm responding to Linda Jurczyk's letter last month about cruising with a dog. Two years ago my boyfriend and I — along with Gertrude our dog — took six months to sail a boat from Florida back to the Bay Area via the Canal. We didn't learn that we were going until just three weeks before the start, so we had to do our research quickly.

I started by calling the consulate of every country we planned to visit. Most consulates, after doing some research on their part, gave me very precise information regarding vaccinations, quarantines, visas and special fees. Some consulates told us that we didn't need to do anything. In these cases, we still made the trip to their office, asked again, and then got a Xerox copy of their animal entry requirements. This way we'd be at least somewhat protected if we were approached by the officials in these countries.

As far as some of the countries Ms. Jurczyk plans to visit:

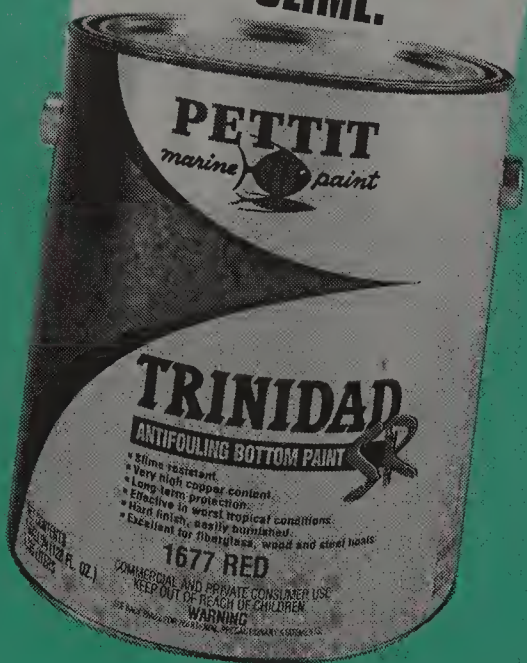
1) Panama does have a six month quarantine. This means your dog can enter the country, but must remain aboard the boat.

2) Costa Rica and Mexico require health certificates, but there are no quarantines.

3) The British Virgins, I'm pretty sure, are the same as Great Britain, which means there's a six month quarantine each way. To be sure about this country, try contacting an agency called Passports For Pets in London. They are working to abolish the strict quarantine laws throughout Europe for domestic pets that are vaccinated. Their website is: <http://home-page.virgin.net/passports.forpets>.

Also, plan ahead for your return to the United States. Depending on the country that you'll be returning from, you may be required to provide a current health certificate — usually

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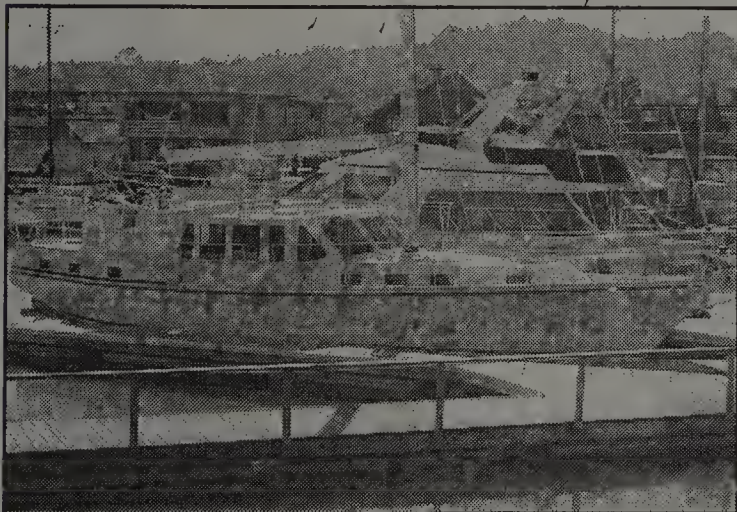
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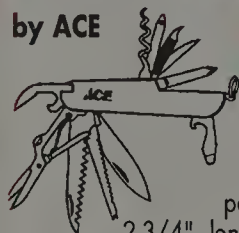
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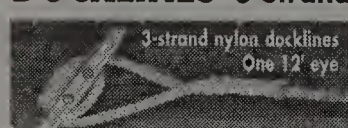
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LETTERS

not more than 30 days old — which can be obtained in any foreign country that has a veterinarian. From some countries, you may have a quarantine on the U.S. end. Start by calling the U.S. Agricultural offices in Sacramento. Eventually you'll reach the right person — and you'll be thankful a thousand times over that you did all of your research *before* you left.

There are many specifics to consider when traveling with your pet. For more information, you could read the *Passaging With Gerti* article that I wrote for *Sailing* magazine. I'd be happy to mail anyone a copy who sends a SASE to me care of *Latitude*.

Sailing with our best friend added so much to our voyage, and Gerti proved to be by far our best crewmember — although I'm not sure what that says about our crew.

We look forward to many more sailing adventures with Gerti on the foredeck. We hope Ms. Jurczyk has as much pleasure sailing with her four-legged friend.

Kirstin Kremer
Barbara's Song, C&C 61
Sausalito

↑↓SURVEYOR HINTS

I'm responding to Malcolm Sower's January letter in which he praised retired surveyor Jim Jessie's hints about things like thru-hulls and bilge pumps. In the letter, Sower also suggested that someone publish a brochure on the subject of 'surveyor's hints'.

Well, great minds think alike. We at Captain Alan Hugenot & Associates, Marine Surveyors, already publish and distribute such a brochure. We leave it with owners at the conclusion of our marine surveys. It describes those hints Sowers listed — plus a good deal more, including recommended spares to be carried aboard.

The brochure is available free to *Latitude* readers by writing to Captain Hugenot, Marine Surveyor, Box 70, Redwood City, CA 94064-0070

Captain Alan Ross Hugenot
Naval Architect / Marine Surveyor

↑↓BLAME IT ON THE BOSSA NOVA

According to a website on false 'urban legends', many people believe that one of the worst names ever given to a new product was the Chevy 'Nova' that was to be marketed in Mexico in the early '70s by General Motors. As you pointed out, this was supposed to be the case because the phrase 'no va' translates in Spanish to 'it doesn't go'.

According to the urban legend website, while G.M.'s Mexican managers were indeed worried about the name, it was used anyway. "They kept the name, and it sold very well," marketing analyst Cecilia Bouleau — who disputes the conventional wisdom surrounding the moniker — is quoted as saying. "It's the same thing with Nova gasoline," Bouleau continues. "I think that the word is sufficiently incorporated into the language as meaning 'new' — as in 'bossa nova' — that the criticism isn't valid."

Bouleau goes on to say that a strong ad campaign can counter an apparent weakness that a brand name may carry across an international border. "One thing that never ceases to surprise me is how Coca-Cola has never had a problem (in Latin America). 'Coca' has drug connotations, and 'cola' means 'tail' — yet no one thinks the worse of it."

I enjoy your magazine, but I don't believe it all.

Stan Kellar
Planet Earth

Stan — Perhaps it's a 'board room legend', too. We recall being told the same story by our then father-in-law who, until shortly



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LETTERS

before his death, held one of the very highest corporate posts at General Motors.

Nonetheless, ever since the first issue we've repeatedly encouraged readers to heed the famous advice of 'not believing everything you read'. In recent years, however, persons much wiser than ourselves have suggested that such advice counts quadruple for stuff read on the Internet, a notorious fountain of disinformation.

THE SOLUTION

Having spent over 20 years in the San Francisco area, and having read *Latitude* during many of them, I find myself now living in Sarasota, Florida. In some ways it's good; in some ways it's bad.

Anyway, the people in the local West Marine store claim they carry *Latitude*, but every time I've gone in, they're out! And nobody seems to know when they'll get the next delivery. I assume when they get copies, they only get a few.

Is there anything you could do to change this situation?

Jack Beale
Venice, Florida

Jack — We provide thousands of copies of *Latitudes* for West Marine to distribute outside of the West Coast. Because we can't justify it in a business sense, we write it off to karma. But since it costs between 50 and 80 cents to just print a single copy, you can understand why there's a limit to karmic distribution.

While we can't afford to do anything to make sure you receive every issue of *Latitude*, you can. Subscriptions are just \$26 a year for an average of 2,600 pages. At 50-cents/pound of reading, it's hard to beat.

THE ENGINELESS 2-46 WAS ALREADY THERE

Your comments on *Argonauta's* problems in trying to get a replacement diesel to Bahia Tortuga reminded me of a very similar situation in the '60s when I was delivering Ed Sundberg's Cal 36 back from a Mazatlan Race.

We'd made it to Bahia Tortuga, which is pretty much halfway up the coast of Baja, and had been at anchor for a few hours when a Cal 2-46 motorsailer entered and dropped their hook under sail. Assuming they had engine problems, I rowed over to find that my friend Dana Fisher was delivering a very nice vessel — except for a frozen solid Perkins 4-108. The engine was destroyed after the man on watch failed to notice the loss of oil pressure and/or the rise in engine temperature.

I asked Dana what he was going to do, and he responded, "I'm thinking about it."

A couple of hours later, we saw him go over the side with mask, snorkel, fins and a pipe wrench. Before dark, he'd removed the big, solid, three-blade prop and had it on deck. By morning they were gone.

We left later that day and motorsailed up the lee side of Cedros Island until the tired Atomic 4 valve springs on our boat finally gave up. We sailed the remaining 300+ miles to San Diego in four or five days — to find that Dana and the crew of the engineless Cal 46 were already there!

"She's a Lapworth modified fin keel, spade rudder design — a lot like that Cal 36 underwater," said Fisher. "Why wouldn't she sail well once I removed the big prop?"

Option B, sailing the boat back to San Diego to make engine repairs, wasn't such a bad choice. Sometimes sailing can sure beat fighting border and customs officials, local mechanics, and your own exasperation.

Larry Dudley
Ventura

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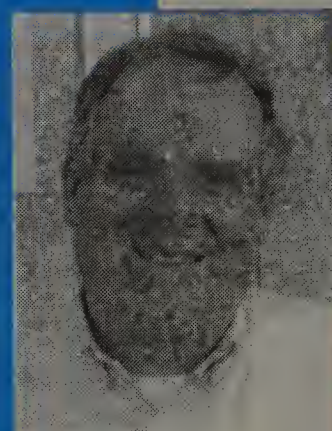
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LETTERS

⇅SEA OF CORTEZ AND ANTIGUA SAILING WEEKS

I'm interested in a contact for the Sea of Cortez Sailing Week that you have featured for the past two years. Looks like a hoot. Is there an email address I can write to for more information?

But my real goal is to charter a larger Swan or Wauquiez type boat and participate in Antigua Sailing Week 2000 — aka the Millennium Sailing Week. The idea would be to organize a group of sailors from my Puget Sound yacht club and take part in that great event.

I'm checking into this now, but I know that you've done a number of Sailing Weeks. Any thoughts?

Kelly Busey

Gig Harbor, Washington

Kelly — Padre Timo is Chairman for Sea of Cortez Sailing Week. Email him your questions at padretimo@aol.com.

We enjoyed six Antigua Sailing Weeks with Big O, and each successive Week got better. We'll always remember the later ones as some of the best — and certainly wildest — times of our lives. Bang out Antigua Sailing Week on your search engine and you'll come up with their terrific website and information on how to charter a Swan or similar boat. The only problem we see with your idea is that you'll probably never be able to return to the gloom of the Northwest again.

For folks who aren't familiar with them, Sea of Cortez Sailing Week and Antigua Sailing Week couldn't be more different. In the Sea of Cortez, only a handful of boats race seriously, and they're all boats in the midst of cruises. It's really a very relaxed social event. In Antigua, on the other hand, there are about 250 boatloads of folks who've come thousands of miles to race and party, and they do both with intensity. In addition, the boats and racing crews are of a much higher standard. In other words, Sea of Cortez is a week of relaxation, while after Antigua you need at least a week of relaxation to recover.

⇅NEVER GAVE UP SAILING AND NEVER WILL

When I read Christy Halvorson's October '98 letter about being diagnosed with breast cancer, I felt immediate kinship. I know of the pains and fears she suffered.

I began sailing lessons in '94 and considered sailing the world. My husband Bill and I thought we'd buy a boat in three to five years, and start working toward throwing off the dock lines a few years after that. But then fate played her hand, and I underwent a radical mastectomy in June of '96. I was 46 years old at the time.

Four days after my surgery, Bill drove us from our home in Bakersfield to Ventura, where I saw the most beautiful boat I had ever seen, a CT 49. Alas, we couldn't raise the yacht broker. The following week we drove to Alameda and saw *Sanctuary*, another CT 49. It was love at first sight, and two weeks after my surgery we became the proud owners of our first boat.

I underwent one year of chemo for breast cancer, and I never went to my sessions without a *Latitude 38* and my deck shoes. I 'sailed' during every session, and it helped me endure what I had to do. In the meantime, Bill took an early retirement and has not looked back. He thinks he was born to be retired. I thank God for him and his patience. He and my son Levi were my anchors during some of the worst and best parts of my life.

During the months of my treatment, we went to the coast every weekend to work on our boat. This — along with meeting wonderful new sailing friends at Vintage Marina in Oxnard — surely kept me in a positive frame of mind. And we got to the point of picking up two copies of *Latitude* so we wouldn't fight over it.

Four months after I was released from the chemotherapy for breast cancer, I was rediagnosed with Non-Hodgkins Lymphoma

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LETTERS

low-grade. I did eight more months of a different chemotherapy and I still 'sailed' in each of my sessions. I'm now in remission and hope to stay that way for as long as possible.

Bill and I, two Mikes, and my parrot Dinghy, did the Baja Ha-Ha last October and finished 'third' in our division and have our 'trophy' on display. We're presently in sunny La Paz and plan to head south again in the middle of January to points beyond. I am proof that you can do it even when the odds are stacked against you. I never gave up the dream of sailing the ocean, and I never will.

P.S. A word to the wise for all you women: start your mammograms at age 40.

Suzan Harris
Sanctuary, CT 49
La Paz, Mexico

Suzan — Thanks for sharing your story and advice. We're thinking good thoughts about your continued good health.

↑↓REUNITING WITH OLD FRIENDS

I wanted to thank you for running my letter about getting in contact with Christy Halvorsen, another breast cancer survivor. Christy did respond — as well as a nurse I used to work with in Santa Cruz years ago, plus friends we hadn't heard from in years called. It's been fun reuniting with old friends, all because of *Latitude*!

We're landcruising in our camper now, and will be going as far south as the Loreto Fest in May to meet up with all our friends. But what we're *really* looking forward to is being part of the Ha-Ha 1999 group!

Judy Tillson & Jack Szilasi
Toucan
Alameda

↑↓ACTIVE SURVIVAL SYSTEMS

Gary Magwood's disappointing experience with a liferaft that didn't inflate and a EPIRB that didn't operate — as recounted in the December issue — might be considered a wake-up call for offshore sailors. If I remember correctly, the 'donut' style inflatable was originally meant for commercial fishing boats in northern waters such as the Bering Sea. The yachtsman in mid-ocean needs an active, not a passive, survival system.

Had Gary Magwood's inflatable actually inflated, and had his EPIRB dutifully sent off a signal to the satellites circling the planet, he might still be sitting in his inflatable liferaft drifting on the currents of the Atlantic Ocean. Perhaps there are better ways.

I'm now trying to build a 'sailable' liferaft composed of styrofoam and marine plywood. Not only will it be unsinkable, but lashed atop the cabin, it would provide over 800 pounds of bouyancy should the yacht be knocked down. When the liferaft is completed, I intend to subject it to some rigorous survival tests.

My liferaft will be easily rigged for sail, and it will also be able to take an outboard and therefore double as a dinghy for coastal cruising. Since it will be light and nearly indestructible, it will be able to be pulled over rocks. It will also sell for about a quarter of the price of inflatable liferafts. It will also have one main advantage over a liferaft: you'll never need to inflate it.

One of the nicest features of a liferaft with directional capability is that it may save the considerable charges involved in a typical rescue operation — as well as potentially preventing the risk of lives to rescue crew.

To wait passively for your emergency signal to be received and acted upon is, in the long run, a dubious act of faith. For instance, Y2K may be a big hype, but come the year 2000, I



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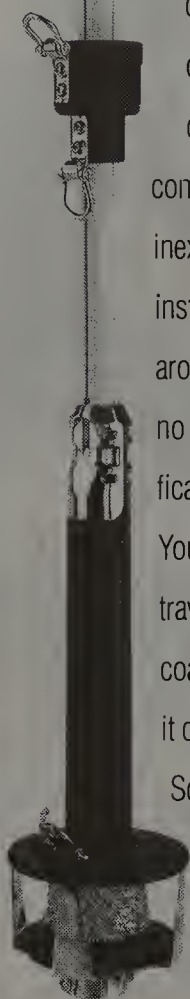
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LETTERS

would not want to bet my life on it. The EPIRB — the 911 of the sea — was never intended to be a replacement for seamanship, it's only there for added insurance.

Passive rescue systems have their place. The cruising yachtsman, on the other hand, needs an abandon ship flotation platform that can be sailed to that distant shore.

I guess there's nothing really new about my idea, as hard dinghies with wrap-around inflatable pontoons have been used by offshore cruisers for some time. I suppose someone has used styrofoam for a combination dinghy/liferaft before. Anyway, I intend to give it a try.

Leon Cyens
San Francisco

Leon — While EPIRBs are not 100% foolproof, they have a very respectable reliability record. In any event, they are without a doubt the most important lifesaving device available to mariners. We think one EPIRB is essential for every boat that goes offshore, and that a second is a very good idea.

If Magwood's EPIRB had functioned properly, he almost certainly would have been picked up the same day — and for sure by the next. Why do you think otherwise? We're not sure you understand how the AMVER system works, and the countless lives it has saved.

On the other hand, we're also big fans of actively trying to save oneself. For example, when we crossed the Atlantic with Big O in '95, we had a big liferaft and one 12-foot hard-bottom inflatable. If the boat had gone down for some reason before we'd been able to get the EPIRB or issue a MAYDAY, we almost certainly would have gone for the hard-bottom inflatable rather than the liferaft. And if we were cruising down the coast of Mexico, we'd again rather climb into a hard-bottom inflatable — even without a motor — than a traditional liferaft. Hard-bottom inflatables haul ass downwind without a sail, and in the prevailing winds, should keep you pretty close to shore.

As for the concept that sailing yourself to shore might save rescue costs and keep the lives of rescue folks out of danger, forget it. First off, if Coast Guard aircraft and vessels aren't on rescue missions, they're engaged in training activities. The extra costs involved with conducting an actual rescue are minimal. Secondly, if you're out there floating around a month overdue, it's going to cost the Coast Guard way more in resources and expose their men and women to more danger than if they knew exactly where to find you. And think of the worry you'd be unnecessarily inflicting on family and friends by not being rescued immediately. There's a damn good reason why all commercial fishing boats are required to have EPIRBs — and that all recreational boats going more than 25 miles offshore should be required to have them.

The most important thing for a mariner in distress is to get help as quickly as possible. In offshore situations, the best tool for the job is an EPIRB.

And while we don't want to dash your dreams, we must warn you that thinking you can produce a combination dinghy/liferaft for a quarter of the price of a production liferaft strikes us as being unrealistic.

↑↓BOARDING WITHOUT PROBABLE CAUSE

I fear that your response to 'NWBR's What Happened to Due Process' letter in the January issue may have given false assurance that the courts will respect boaters' rights.

You replied that if a Texas game warden or peace officer "boarded your boat to check for oily discharge and found it full of pot, we'd bet that even a storefront lawyer could get you off." In fact, even O.J.'s lawyers might find it difficult to get NWBR off.

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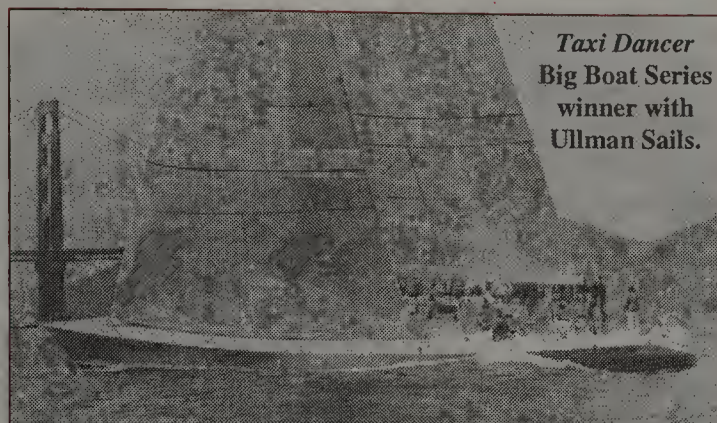
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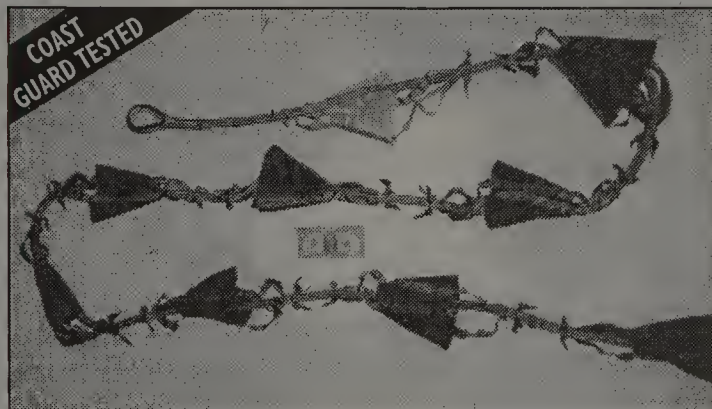
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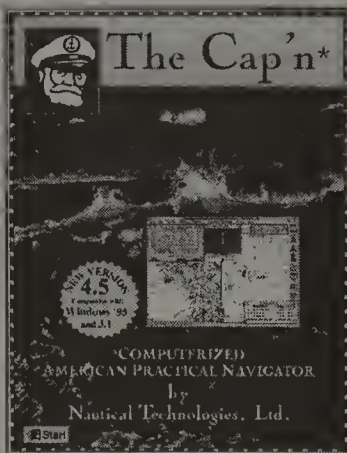
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LETTERS

It's plain to me that the Constitution prohibits state and local law enforcement officers from stopping and boarding boats absent reason to suspect a violation of some law — just as the police may not stop motorists on the highway to check for compliance with all traffic laws. However, it's equally plain that many — if not most — courts will find a way to decide that the boarding was legal.

The usual argument to allow state and local police to board and search vessels without suspicion or probable cause goes something like this: Police (in many jurisdictions) can lawfully use roadblocks to detect drunk drivers and other traffic violators. Roadblocks, or their equivalent, are not feasible on waterways. Stopping and boarding boats is the best way to accomplish the same noble objectives as do roadblocks. Boardings are a reasonable means of accomplishing important objectives. And sailors are just a bunch of non-productive low-lives on the fringes of society who deserve fewer rights than upstanding, mainstream citizens.

Okay, that last part is not verbally expressed, but the courts generally do show less respect for the privacy of boaters.

The rationale for suspicionless boardings by state and local police is deeply flawed, but convincing the courts will be difficult. Because *Latitude* is widely respected, yours is one of the most effective voices when it comes to getting the attention of those government officials who have the power to determine maritime law enforcement policies. We're counting on you to keep it up.

Hugh Sage
Maritime Attorney
Portland, Oregon

Readers — Mr. Sage retired from the Coast Guard in 1997 with the rank of Commander after 20 years of service.

We thank him for correcting our inaccurate information.

↑↑A MULTIHULL TRAINING SHIP

We just got back from a nine-day expedition down Baja to the Bahia Los Angeles area with our 25-foot C Class catamaran. We trailered the boat down, set it up on the beach, then sailed it around the 13 different islands in the area. It was a blast, as we had just the right amount of fun, relaxation, and terror to make it memorable. The kids really loved it, too!

But the main reason I'm writing is to report that we've started a coed Sailing Explorer Post in Napa that is based around fast multihulls and racing, and that we're looking to see if you or anyone else knows anyone we might approach for the donation of a larger racing multihull that we could use as a Sailing Sea Explorer Ship. Right now, our vessels are 99% power, and everyone wants a fast multihull. I'd been thinking about contacting Steve Fossett for the last few months, and having read that he now has a stable of multihulls, wonder if there might be an extra.

The kids in our group — including my 15-year-old daughter, Juell — really get off on the speed and excitement of the multihulls. We had so much fun in Mexico that we're already planning a circumnavigation of Santa Cruz Island this summer aboard our C Class Catamaran and some small beach cats. The C Class is like a sea-going pick-up truck, and we made a forward tramp on it so that it covers almost the entire 25' x 14' surface of the cat. Capacity is our problem right now, as there are more kids who want to go than we have space for.

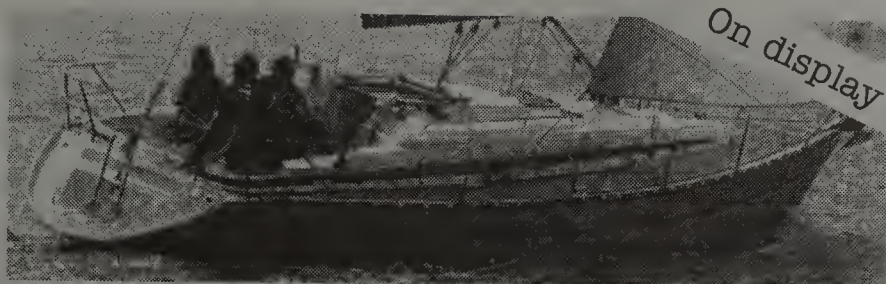
Our ultimate goal is to do a trip to Hawaii with the kids. I think it's an achievable goal. If anyone wants to donate a boat, they can email me at jgardner@adventurecat.com.

P.S. Hans, the confirmed 51-year-old bachelor who is both the skipper and one of the partners with me in *Adventure Cat*,

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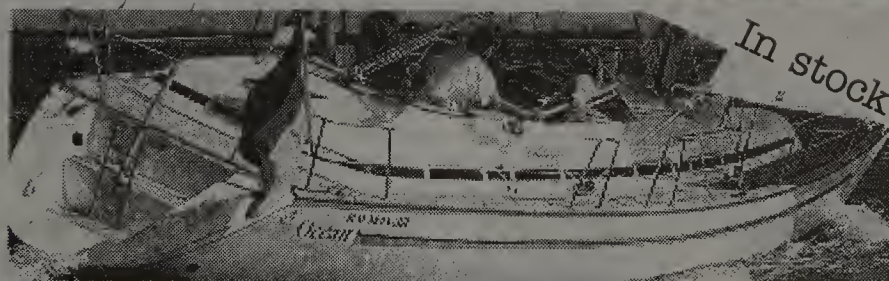
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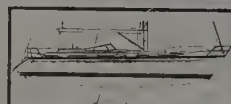
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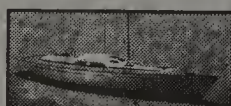
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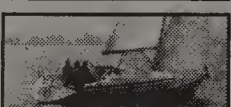
New! **31** »



New! **34** »



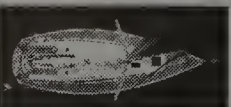
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LETTERS

is getting married. His bride-to-be is a gorgeous and tall confirmed bachelorette that he met on the boat.

P.P.S. It turns out that *Adventure Cat's* changing bases from South Beach Marina to Pier 39 has been a good move.

Jay Gardner

Advisor, *Explorer Post* #333

Jay — We're not sure that any of Fossett's three multihulls would be suitable for the *Explorer Post's* purposes. All are high-strung performance boats that take lots of skill to handle safely and piles of money to maintain. In any event, Fossett has big plans for all of them. A potential Route du Rhum entry offered him his full asking price for *Lakota*, but Fossett decided not to sell. Instead he used her for a little cruising in Mexico, and this month is sailing her in an attempt to smash the Pineapple Cup (*Jamaica Race*) course record.

Since you broached the subject of taking kids offshore in a relatively small multihull and even beach cats, we can't help but wonder if that isn't awfully risky. Since you have much more multihull experience than we, perhaps you could tell us what the safety limits are for beach cats and such.

In any event, here's a standing offer from *Latitude* to *Explorer Post* #333: A friendly race — perhaps a fundraiser for the *Post* — from San Francisco to Napa between *Profligate* and *Adventure Cat*, with the *Explorer post* members as crew.

⇅ SUBMERGED IN DANA POINT

On the way down to the Ha-Ha and Mexico aboard *Joy Ride*, we spent a night at Dana Point Harbor. But as we motored down the entrance channel just past the light on the breakwater, we hit a submerged object and damaged the keel. We reported the accident when we registered at the Harbormaster's Office, but don't believe they noted it.

When we got to Los Frailes past the tip of Baja and were able to dive in clear water, we discovered a seven-inch crack in the fiberglass around the keel. We're now hauled out in a boatyard in La Paz where we've been waiting for several days for the damaged area to dry so new fiberglass can be applied.

Do you know anyone with any expertise about trying to see if we can file a claim for damages with the harbor? We have insurance, but our deductible may equal the repair costs. We suspect it's best done through our insurance company, but suspect the management at Dana Point would deny it could have happened unless others have encountered the obstacle.

Jim Ballou

Joy Ride

San Francisco

Jim — *Hindsight* is 20-20, of course, but it's too bad you didn't try to relocate the obstacle right after the incident. If nothing else, it would answer the question if it was permanent or not. Now that many months and miles have passed, it might be more difficult to prove there was negligence on the part of the harbor. In any event, we'd start by discussing the situation with your insurance broker. By the way, we hope you didn't go to the expense of hauling the boat out just to fix this one problem, as a crack in the bottom of a keel isn't something to get too worked up about. We'd have sealed it with underwater epoxy and then waited until our next regular haulout to make the repair.

⇅ HAVE THE SNACK THING DOWN

It's a slippery slope. First, you pick up a copy of *Latitude*. The next thing you know, you talk a friend into a partnership for a 'Bic lighter' *Coronado 25*. Then you charter in heavenly places. Then you sail the Bay, but start to whine about too much wind in the summer and having to use the damn motor

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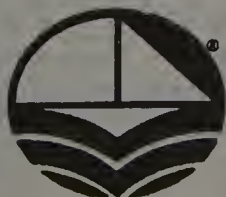
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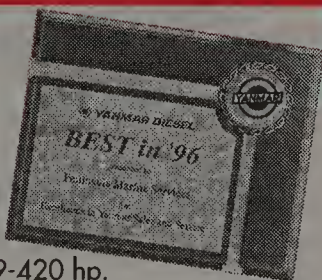
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LETTERS

too much in the winter. All right, so this is our application for the Baja Ha-Ha thang with the 38-footer Linda and I now own.

As a tune up, we planned a 'training trip' out the Gate. We got to the boat early, so we could ride out on the big ebb. Seeking to improve our husband and wife teamwork, we decided to switch roles. Linda would take the boat out of the slip while I handled the lines. We talked the process through, took into consideration the strong crosswinds, and finally I cast the lines off and got ready to jump aboard. Even though Linda had the boat in gear and powered up, the boat didn't move.

Not only were we on the bottom then, but with three more hours of ebb, who knew how long it would take before we floated free. Since we were still there at the dock, we switched over to 'snack master' mode. At least we've got that skill down. Tide and wind willing, put us down for Ha-Ha '99!

Paul & Linda Murphy
Amadan, Hallberg-Rassy 38
South Beach

Paul & Linda — Because Latitude founded and continues to support the Ha-Ha, it's natural for folks to assume that Latitude still runs it. Au contraire, as for the last several years that event has become the sole operation of the nearly assetless Baja Ha-Ha, Inc.. And that entity goes into hibernation from December to May of each year. While entry details won't be available until then, keep working on the teamwork thang and your ocean sailing skills.

INTERESTED IN JOINING THE GROUP

Please send me information on the 1999 Baja Ha-Ha. I'm very interested in joining the group.

Ron Pearson
Hacienda Heights

Ron — All we can add to the response above is that Ha-Ha VI is scheduled to take place October 26 through November 6.

CLOTHING WITH SUNBLOCK

I am forwarding a brochure from an outfit called Solumbra®, which markets a special cotton clothing which they claim includes a sunblock. This would have been a tremendous help to me several years ago, as I received a sunburn while wearing an old cotton pinstripe shirt — and I don't burn that easily!

Hopefully, either you, your staff, or readers have had experience with this clothing. I could have certainly used it, though I am reluctant to believe advertising until a product is tested.

James McPherson
Seattle

James — We called Solumbra because we were troubled by what seemed to us to be dubious claims made about their products. For example, they call their line of clothing "regulated medical devices". When we asked who regulated them and how, neither of the two 'experts' we spoke to had any idea. Since there were references to the Federal Drug Administration, we asked if the FDA had approved the 'devices'. We were told that their experts would "have to get back to us on that." Finally, although the clothing is advertised as being "endorsed by thousands of doctors", Solumbra couldn't immediately give us the number of a single one. They said they would get back to us with names, but they never did.

Although their brochure might lead you to believe otherwise, Solumbra products don't have any sunblock in them. The whole deal is that the clothing is made with a specially woven and finished material that "mechanically" prevents harmful UV rays from getting to your skin. Using some formula they didn't reveal,



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LETTERS

they equate the mechanical blocking of UV rays as being equal or greater than wearing 30+ SPF sunblock.

We assume these products do work — as would any product that prevents UV rays from reaching the skin. But we have no idea if they work any more effectively than other brands of tightly woven clothing that might cost much less. We think it would be in the best interest of Solumbra if their experts boned up on the facts and talked straight.

↑↓ DREAMING OF SAILING THE BLUE SEAS

We have completed a small book on cruising. Unpublished authors usually remain that way, so after failing to interest some publishers, we put the first book on our home page. Now that we've finished a second book that may be of interest to your readers, we ignored publishers completely and put it directly on the home page.

Our latest book discusses the many aspects of the cruising life. It's slanted toward the retiree who has dreamed of cruising, and now has the opportunity — much like things turned out for Jack and me. We discuss the many issues in general, from both Jack's masculine and Sandy's feminine perspectives. We spend some time on the relationship problems that arise when one partner is living the other's dream but cannot continue. But primarily it is about the peace and freedom that the cruising life provides.

So if anyone dreams of sailing with gentle breezes on blue seas under bright stars; to islands with white beaches and different cultures; and with freedom from schedules and obligations, we think our book is worth a read.

Our website also has other writings, particularly *Utopia Revisited*, Jack's rewriting of Thomas Moore's 16th Century classic, but in modern and future terms. (Now you know where the boat name came from).

Our site is at: www.geocities.com/Athens/Oracle/3258.

Our departure date for our next cruise is the first high tide on March 20 — as we can only get out of the canal behind our house on the highest tides of the summer months. Western Florida sure is shallow! We will rent the house for as long as I can get up the companionway, then return here to grow old.

We'll start our cruise with a couple of months in the Bahamas, summer in the Chesapeake, then head down to the Caribbean in the fall. By the way, if anyone is interested in publishing our stuff, we'd certainly be pleased.

Jack & Sandy Mooney
Utopia, Challenger 32
Hudson, Florida

↑↓ I ALWAYS KNEW THAT L.A. SUCKED

We weren't able to take the time necessary to go all the way to Mexico and the Sea of Cortez, but we did make it to San Diego. One of the places that we really enjoyed — much to our surprise — was L.A. I always knew that L.A. sucked, but somehow it was different when arriving from the ocean. There wasn't any traffic, everybody in the marinas was very pleasant, and the weather was spectacular. When our homeport of Modesto was 30° and shrouded in fog, we enjoyed 75° sunshine in L.A.

Marina del Rey, in particular, was fun, with Venice nearby. The best deal we found was in Newport Beach, however, where a mooring was just \$5 a day. Of course, the sailing wasn't the most thrilling. We'd only make one or two knots when we turned the diesel off, but you can't have everything.

After enjoying a New Year's celebration at Catalina, we're now slowly making our way north to San Francisco. We plan on cruising the Channel Islands before rounding Pt. Conception for the trip north. If the fine weather holds, we'll be back with friends in Alameda Marina soon. Knock on wood.

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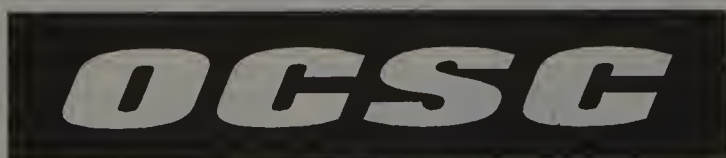
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LETTERS

P.S. Thanks for the great magazine. We didn't have any trouble finding *Latitude* in Southern California.

Robert & Virginia Gleser
Islander Freeport 40, Harmony
Alameda

Robert & Virginia — We've always found L.A., meaning Southern California, to our liking — as long as we stayed west of the Pacific Coast Highway. We suspect that the open space and ocean breezes bring out the best in folks. For example, a couple of years ago we found the mooring we'd reserved in Newport Beach to be illegally occupied. But the harbor folks couldn't have been more friendly or accommodating, setting us up with another situation. The great thing about Newport is that you don't have to have a car to get around. On numerous occasions, we've taken temporary berthing at Long Beach's Alamitos Bay. Everyone's always been very nice, and the place is surprisingly quiet — even on weekends.

While Southern California sailing conditions aren't as exciting or as reliable as on the Bay, we've still had fun. The most consistent wind is usually found near Pt. Fermin — and it's usually pretty warm. And while Santa Monica Bay may not be the most picturesque place to sail, we've had three or four great experiences working the shore between Marina del Rey and Point Dume. And, of course, there's nothing quite like those 'purple haze' Santa Monica Bay sunsets, with all the twinkling lights of the jets approaching LAX.

We expect to be spending quite a bit of April sailing off L.A. and hope to have some reports.

⚠️ BEWARE OF FLYING CLEATS

The news of a man being killed after a cleat failed on a 'sailing ship' while she was docking at Disney World reminded me of some of the concerns about my own *Ariadne* when she was docked at New River, Ft. Lauderdale. For it was common for her to be tossed around a bit by the wakes of passing powerboats.

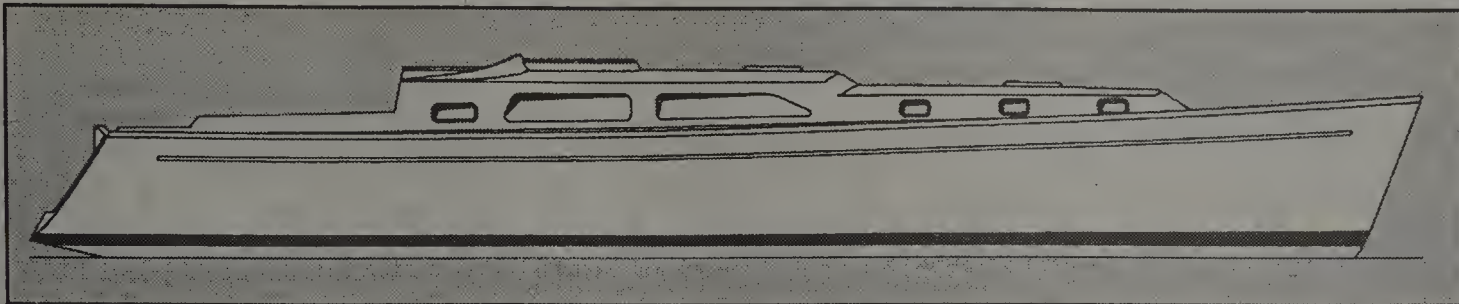
I had used some old double-braided sheets for some of the docklines, but noticed that wakes caused the docklines to tighten abruptly — jarring the boat, and exacting sounds of pain from the lines, cleats, and/or hull. (I believe triple-strand line must be the larvae stage of double-braid line, as triple strand line seems to disappear from the rope locker, while the amount of aged double braid seems to increase!) 'Springing' for and rigging new, triple-strand docklines from the local West Marine store eliminated the jarring and silenced the sounds of pain.

But both my own experience and the recent tragedy at Disney World caused me to dust off my 40-year old graduate degree in mechanics to compute what the numbers might be in such situations, and the benefits of changing to more stretchy line. If 'cruzheimers' hasn't set in entirely and my competence hasn't left me, the following are correct:

Assuming a 32,000 pound boat drifting at just one foot per second (0.6 kts) and restrained by a single slack line, there would be 500 ft-lbs of energy in the moving boat. Assuming negligible losses from water drag before the boat stops, all of this energy will be transferred to the stretched dockline and, if the cleat separates at the moment of maximum force, just as the boat stops moving, all the potential energy in the line will be converted to kinetic energy in the (flying) cleat. If the cleat weighs 10 lbs., it will accelerate to 38 mph, enough to cause a real headache to any victim on the dock — as well as to the owner of the boat, in this case, Disney World. If it were a 5-lb. cleat, it would be moving at almost 60 mph!

The load on the dockline and cleat depend on the length of the line and the coefficient of elasticity of the line material. I don't know the coefficients of elasticity for double-braid and

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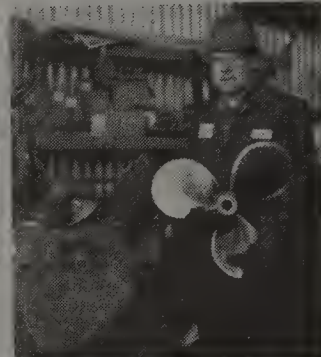
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LETTERS

triple-strand line, but hypothetically, let us consider a line with a 'give' that would require 4,000 pounds to stretch one foot. In this case, 0.75 second after the line went taut, when the boat stopped, it would have moved six inches and the line and cleat would be loaded to 2,000 pounds. If the line were an old double-braided sheet, and had a lot less 'give' — say 16,000 pounds required to stretch one foot (or four times less stretchy — the boat would move only half as far — three inches — and the peak load on the line would have been double or 4,000 lbs. (The force varies as the square root of the weight, so for a boat half the weight (or displacement), the load would be 70% of that mentioned above.

(For the serious skipper, the formula for the maximum force is: V times the square root of: $\{w \times k/g\}$, where V is the speed of the boat in ft./second, w is the displacement in lbs., k is the (inverse) stretchiness of the line in lbs./ft., and g is a constant, the acceleration of gravity (32ft/sec./sec.).

If the boat were not moving directly away from the dock and line, of course, water drag would be more significant, and the resulting forces would be less. But spring lines are rigged to inhibit fore and aft motion, so this analysis is particularly applicable to them.

The message is clear — observe the recommendations in all the manuals, and refrain from using leftover double braid for docklines. Instead, use high-stretch (triple-strand) line sized to give maximum stretch while being able to bear the maximum expected load. Your lines, cleats and hull will thank you, not to mention spectators on the dock should something separate!

Roger Bohl

Ariadne

Currently on the East Coast

HONEST REVIEW

You should do an honest review on autopilots, not the kind that you find in the glossies that don't tell you anything. I did a major review of all the major brands, and discussed autopilots with lots of skippers. I was amazed at how little people knew — including most dealers and manufacturers — about such an important piece of gear.

Also, as I was catching up on back issues, I noticed you took a low jab at CMO in Venezuela. We had our boat hauled at CMO and travelled extensively for four months. We thought it was one of the best countries we visited. Yes, it's Third World like much of Mexico, so you either love it or hate it. And we were never concerned for our safety or the security of our boat. It should go without saying that we avoided remote anchorages along the coast and stayed away from undesirable areas much as you would do in any large city.

Peter Bennett

Destiny, Swan 46

San Francisco

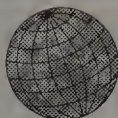
Peter — An "honest review" of autopilots is a great idea. But please explain how we're supposed to take into consideration the variables in boat design, steering systems, steering system installations, autopilot installations, sea conditions, and sail trim. And once that's done, how are we to evaluate long term reliability? Frankly, we don't think an "honest review" is possible.

Another way of reviewing autopilots is through customer satisfaction surveys. Unfortunately, you once again have the very real possibility of people slamming perfectly good autopilots in cases where the real problem is the steering system, the autopilot installation, the size of the autopilot, or even the way the sails were trimmed. Indeed, the easiest thing in the world is to give a perfectly fine autopilot an impossible job to do.

This is not to suggest that we don't sympathize with folks

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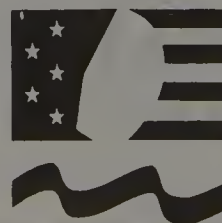
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LETTERS

who do have autopilot problems. Along with refrigeration systems, autopilots seem to cause sailors more grief than any other system. Nonetheless, we feel the way we can be most helpful is to publish letters from folks who are satisfied, rather than pissed, at their autopilots. By the way, our catamaran is equipped with an Autohelm 6000, and makes a good case in point. It didn't work very well when we had the hydraulic steering system and, as we later discovered, unbalanced rudders. Ever since we installed the Whitlock steering system and had the rudders balanced, it's worked perfectly.

As for CMO, we're glad you had a great experience and that things have apparently improved. Back when we were there, things like buying a paint brush were bureaucratic nightmares, and getting simple jobs done correctly — for example, a thru hull installed — were a complete impossibility. In addition, the only phone was in the front office, and even the shortest calls to the States were a minimum of \$100. When we called CMO from the States, our friend Fanny would answer the phone and then, despite our protestations, put us on hold for 20 minutes. When we called back and said, "Fanny, we're calling from the States, we need to talk with accounting, but please, please, please don't put us on hold." Fanny would say, "All right, don't worry" — then put us on hold for half an hour! Then there was the matter of all the Dobermans around the boat, the armed guards stationed in the bathrooms, and the numerous thefts of outboards. Fed up, we took the first plane down after the coup failed — incidentally, the leader of that coup was just elected president — had them put the boat in the water, and hauled ass over to Trinidad. What a relief! Trinidad soon exploded as a place to store and refit yachts, and half the folks at CMO — Fanny included — went to Trinidad. We can only assume that the competition has inspired CMO to get their act together.

Incidentally, we recently talked to one of the crew of a big schooner that had a big repair job done in Cumana — and were mostly impressed. They had a lot of frames sistered and other major work, and the bill only came to \$10,000 — about one sixth of what they figure it would have been in the United States. On the negative side, the laborers would only work as hard and as long as the boat's crew, and just before the boat left, all the tools were stolen.

NOT A CONSPIRACY BETWEEN APPLIANCE-MAKERS

A recent letter from a new liveaboard asked about the availability of direct current (DC) appliances. Your response was quite correct as far as it went — but may have left some folks wondering 'why' there aren't more DC appliances available. And it's not just because there is a smaller market for DC coffee pots — after all, not just boaters would like them, but also all those poor folks who have to put up with wheeled recreation. I'm going to do some simplified explaining here, but it's good enough for top-of-the-head work — so you real engineers keep your whining to yourselves.

The real reason you don't want DC appliances is based on electrical principles. It has nothing to do with DC, but more to do with 12-volt batteries. Most of the desired appliances do one thing — make heat — but in different ways. Making heat requires quite a bit of energy — at least if it's going to last for any amount of time.

Take a small coffee pot, for example. It might require 400 watts of power to boil a few cups of water in a few minutes. Watts, units of electrical power, are calculated by multiplying electrical voltage by current. With a 110-volt system, it takes a little less than 4 amperes to generate 400 watts. You can draw 4 amperes from a typical 15 or 20 ampere 110-volt circuit with no problem. If you wanted to run a 400-watt appliance from your boat's 12-volt battery, however, you'd be drawing 400 di-



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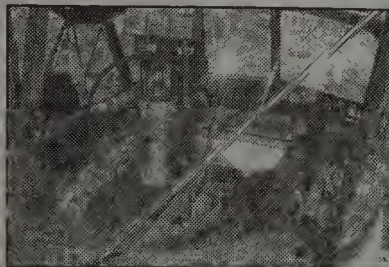
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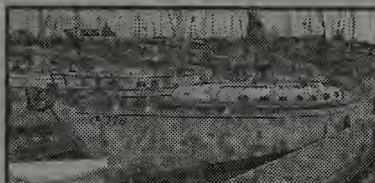


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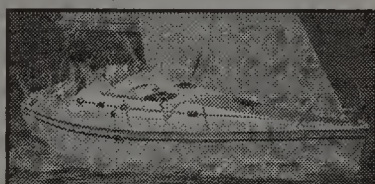
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LETTERS

vided by 12 — or 33 amperes.

Drawing 33 amps leads to two unstoppable difficulties. For one, most boat batteries have current capacities of perhaps 80 ampere/hours. That means they can deliver approximately 80 amperes for an hour, or 8 amperes for 10 hours. This means you could run your coffee pot for two hours on a fully-charged battery. However, you wouldn't want to drain your battery that fast — even for a few minutes several times a day if you're cruising, not for even something as vital as coffee.

The second problem is that you can't draw huge amounts of current — such as 40 amps — without huge wire. Think of amperes like a volume of water passing through a pipe. You'd need about a #8 gauge wire for the coffee maker — wire that's almost the size of a battery cable. And you'd need two of them. Then you'd still need all the plugs and switches for such massive stuff.

So the lack of DC appliances is not the result of a conspiracy between appliance makers and inverter makers, but rather just because of the way things work. After all, just the thought of a liveaboard running a crock pot all day would be enough for a battery retailer to shout in glee — before heading off to buy a bigger boat for himself!

A simple way to think about whether a particular appliance would be practical powered by 12-volt batteries would be to look on the thing for the number of amperes it takes when running on 110-volts. Multiply this number by 10 to see what it'll do to a battery. If the appliance is rated in watts, divide the watts by 12 to get amperes at 12-volts. If you find that your appliance will draw more than a few amperes, you won't like the battery drain and you won't want to add all the tackle needed to heave on the required cables.

I hope this clarifies a puzzle.

Tom Fowle

Ericson 27, *Endless Time*

Bay Area Association of Disabled Sailors (BAADS)
South Beach Harbor, San Francisco

Tom — *It works for us. We appreciate you taking the time to share your knowledge.*

LOOKING FOR A BIG BOAT

Besides a stint in Germany and eight years in California, we've done most of our sailing on Lake Michigan. This includes about 10 Mac races and 30 Queen's Cups — the latter, by the way, is an event that predates the America's Cup.

We even did the 'Big Mac' in '75 — which started in Port Huron and finished in Chicago — aboard the Ericson 39 *Omega*. It was a big deal because it was the 100th anniversary race of the Chicago YC. The blast the night before that race was something to behold! The shore police — young men without guns — told us that they arrested more people that night than in the previous 12 months! The next morning they brought the accused down to whatever yacht he/she claimed to be crewing on, and if the boat would take them, he/she was free. If not, it was back to jail.

But enough of that. Anne, my dearest wife — who is currently reading the book *Dragged Aboard* — and I are going to go south for a few years and do some cruising. The kids are out of the nest and the dog — damn, I miss that dog! — just died, so the timing is right. I'm presently in the market for a large boat as there will be at least one other couple with us most of the time. In fact, I'm going down to look at *Sorcery*, a 1970 C&C 61. I think she was hull #1 of eight. I understand the boat was on the West Coast for years and wonder if you can tell me anything about her. The current owner had her 10 years, the last seven of which he spent on a circumnavigation.

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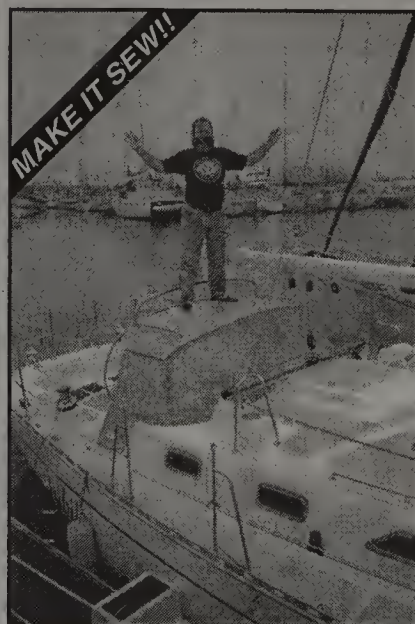
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LETTERS

P.S. The gang at *Latitude* does a nice job. I read every page and find the letters from cruisers most interesting and informative.

Ken Nigel

Team Shaft Lok, deckhand

Ken — Sorcery was originally owned by Jake Woods of Los Angeles and was a well-known boat in these parts. She was best known for pitchpoling and being dismasted while making a March crossing from Japan to the Pacific Northwest. Crewman Bob Dixon told us it had been blowing 50 knots for three days and the seas were up to 30 feet. Then there was a much bigger rogue wave that did them in. In retrospect, everyone agrees that March is too early in the year to attempt such a passage.

Anyway, Sorcery survived and later passed through several hands. If we remember correctly, she was busted once for being full of dope. Actually, that was par for the course for many big sailboats back in those days. In any event, she was bought by her current owner, survived a hurricane in the Sea of Cortez, and continued on for what we understand was a pleasant circumnavigation.

↑↑A WOMAN-RUN SAILING COMPANY

Women who are interested in learning to sail or improving their technique need to closely examine the integrity and business practices of the companies that are offering courses. For the last eight months I've been trying to get my deposit returned from a woman-run sailing company on the East Coast. The company will not return my calls or acknowledge my letters. At this point, I am having to take them to small claims court to get my \$400.

My concern about the situation is two-fold. First, as a woman who runs her own small business, I understand how hard it is to stay afloat in the present economy. Small business owners and operators need to support each other to enable the system of free enterprise to continue. Secondly, as a businesswoman who runs a business based on integrity and good personal/professional relationships, behavior like this is a black mark against women business owners everywhere. It makes us have to work twice as hard to gain the respect of our male counterparts.

Many of us who are good at what we do are not necessarily good at running a business. While we mean well, we often don't have the organizational skills or the financial resources to hire the right people to help us. If you, as the consumer, are running into disorganization and poor communication from a business, consider other companies closely before committing your money. A small business with integrity will do its utmost to meet your needs and work with you — because they want your business.

Unfortunately, what should have turned out to be an exciting week of sailing last August has turned into a headache that won't go away. When this whole situation is resolved, I will attempt to learn again. This time I will not be lured by location or experience or attitude. I'll ask Syd in Santa Cruz to teach me.

Maggie Lott

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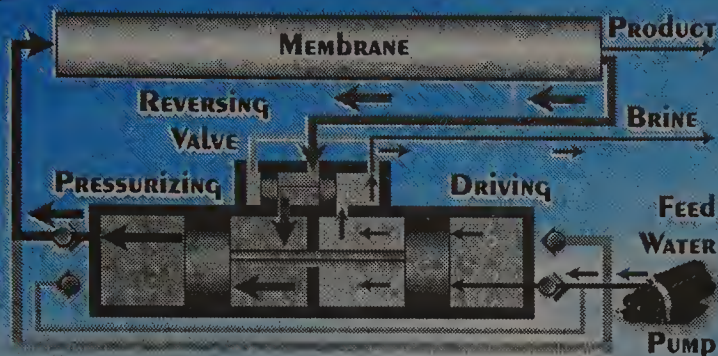
↑↑TREE TRUNKS AND PORTHOLES

A friend gave me a copy of *Latitude*. After reading it, I thought you might be interested in a book titled *The Saga Of The Ngataki*, which I'd read back in the '50s.

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LETTERS

it in his father's backyard. What's unusual is how he found some of the materials. He borrowed his father's yawl and sailed around the North Island of New Zealand to search the beaches to find valuable floatsam. He was very successful in his searches, and found many useful tree trunks, blocks, port holes, and so forth. He either towed or sailed them back to Auckland, where he got friends to help him build the boat on weekends. The boatbuilders got paid with a keg of beer each weekend.

The library of The Royal Auckland YC no doubt has a copy. It's a funny story.

Ted A. Arnold
Santa Rosa

Ted — Sounds right up our alley.

LESS VIOLENT ROLLING

While reading your *Sightings* piece on *Terremoto's* being rolled and dismasted while returning to the Pacific Northwest from the West Marine Pacific Cup, I noticed the following comment: "The dismasting lowered both our windage and our center of gravity. We never heeled so far over after that and when smacked by breaking waves, the roll was less violent."

I recall that one of the findings in the book *Desirable and Undesirable Characteristics of Offshore Yachts* — written after the Fastnet disaster of '79 — was just about the opposite. In other words, mass in the mast helped to create stability in a sailboat by decreasing the roll rate.

While the writer's observation about windage and a lower center of gravity is no doubt true, I wonder if the resulting effect was real. Just curious if anybody on your staff can clarify this issue.

Vin Sumerlin
Steel Breeze
Berkeley

Vin — Good question. We passed it on to Max Ebb, who quickly turned it over to Lee Helm. Here is her response: "Max was confused about this too, so he asked me to straighten him out. The simple answer is that without the full mast they weren't heeled over as much, and the waves didn't hit the wide flat hull at such a bad angle. I mean, standard wisdom these days says that boats with less roll inertia are more likely to be rolled by breaking waves, and this is verified by some tank data. But like, here's an example why wind heel, for m stability, and center of gravity are still in the equation.

"For sure, most boats roll much worse after being dismasted. The roll moment of inertia is like, cut in half, and since resonant frequency is proportional to the square root of stiffness over inertia, the roll frequency will be 41% faster. Acceleration in turn is proportional to frequency squared, so if the boat rolls through the same angle then the crew will feel twice the acceleration after the mast is down. Also, once the rig is down the major source of roll damping is gone, so if there are waves hitting the boat at or near the new resonant frequency, the roll angle can be even bigger than before, and the roll accelerations can get really, really bad.

"But like, that's not always what happens. If the boat is wide and light, then the mastless roll frequency might be so fast that there's very little wave energy at that frequency to drive the roll. Also, a boat with a very deep fin keel might have enough hydrodynamic roll damping to keep the fast resonant roll from ever getting very big.

"For a boat like *Terremoto*, if the crew says they rode better after the mast broke, then like, I'm not going to say they're making it up."

The image shows a Raytheon electronic display unit. The screen is divided into two main sections. The top section displays a map of Portsmouth, NH, with labels for 'Spit', 'Seod', 'S P I N N E R', and 'Horse Dean'. The bottom section displays a radar screen with concentric circles and a target. The unit has various buttons labeled 'DISPLAY', 'CAM', 'WRITER', 'MULTI', 'ALPHAS', 'RANGE', 'ENTER', 'CLEAR', 'MENU', and 'POWER'. The Raytheon logo is visible in the top left corner.

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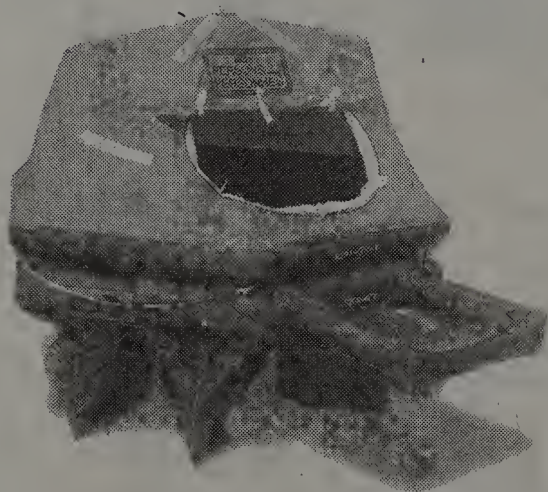
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LETTERS

NO REGRETS. . . SAVE ONE

I awoke today to find that I had lost my sailing companion, my sponsor at the St. Francis YC, but most of all my good friend, Jim Mizell.

For those of you who did not know Jim, he was the light-haired, teddy bear of a guy with a quick smile and soft chuckle who could often be seen in the cockpit of his Smith 43 *High Risk*. For those of us who were lucky enough to know Jim and fortunate enough to call him a friend, he was a positive force — the guy who would be quietly and quickly there if you needed him, the organizer and the one we could all depend on.

He sailed in all the major and minor regattas up and down the coast. He sailed with professionals, America's Cup skip-pers, Olympic medal winners, rank amateurs, wives of rank amateurs, but most often with regular working stiffs like me. He sailed in Big Boat Series, Stone Cups, Long Beach Race Weeks, Golden Gate Midwinters, club races. . . and you know what, he won more than his share. Now, as I reflect back, I know why he was a winner. He respected people, and could keep things, great and small, in perspective. But most of all he had fun and he always put together a group of people who had fun together, many I will count among my friends forever. We always knew that when we climbed aboard the *Risk* — win, lose or draw — we would have some grins.

So, as Hunt, Gary, Mike and I sit here in the middle of the Bay today, we offer up a toast to you, Jim. I know that there will forever be an empty place in our hearts because we will never again see that quick smile. However, I also know that we will carry that smile with us every time we sail. We'll never forget the great times and wonderful friends you brought into our lives.

Thank you, Jim. You will sail with each of us forever!

Ken Moore and the crew of *High Risk*
St. Francis YC

SAILING HOME NEXT YEAR

Dear Human Beings at *Latitude 38*,

Sorry about the politically correct salutation, but I work for the 'guvmint'! I'm originally from the East Bay, and lived there for 27 of my 37 years. Unfortunately, it wasn't until I moved to Florida that I was bitten by the sailing bug. It got started because of the warm water and Hobie Cats.

Currently, however, I live in London and sail a Morgan 43 called *Wilbebest III*. The Spousal Unit and I plan to sail her home to the U.S. next year via the Iberian Peninsula and the Canary Islands. We're on quite a steep learning curve, however, and appreciate all advice gleaned from periodicals such as *Latitude* and a few in the United Kingdom. We've also enrolled in the Royal Yachting Association courses, and will have earned Ocean Yachtmaster certificates before departing. Following your example, we're trying to be safe and careful cruisers.

I read with interest the recent letter from Tom and Ginger Plesha of Alameda, because they also own a Morgan 43. We'd love to talk to them and see if they have learned anything about the boat in the ocean they might want to pass along to us.

By the way, we had a ceremony to change our boat's name, too! Because we're in the United Kingdom, we put both British and U.S. coins beneath the mast.

Finally, thanks for the great sailing website.

Darryl Currie
Wilbebest III
London, England

OBLIGATIONS AND RESPONSIBILITIES

It was with real interest that we read the December *Sightings* about the yacht *Credimus*, which had been abandoned in rough weather off the coast of California — and then found three

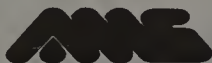
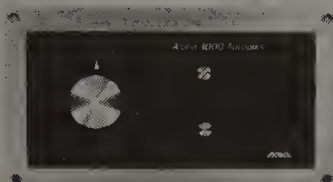
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Dan Byrne - Valiant 40 "I am happy to report to you that the Alpha Autopilot performed flawlessly for the entire BOC round the World Race. I am in awe of your device. It functioned continuously for thousands of miles without faltering, with barely discernible power drain and with sufficient muscle to handle Fantasy in gales of 60 knots gusting to 70."

Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



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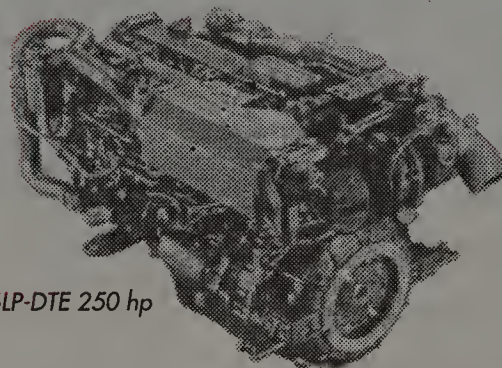
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LETTERS

months later off Hawaii. You see, we'd come across her while on our way home from the West Marine Pacific Cup. According to our log, we sighted *Credimus* on Aug. 8 at 1940 at 37° 46'N, 124° 49'W.

We approached the vessel, which was riding to a sea anchor, as closely as we could, then sailed circles around her. We hailed her by voice, VHF, SSB, and airhorn, but couldn't raise anyone. In the absence of contact or any visible damage or distress, we took some photos, made a log entry and continued on our way, assuming that the owners were asleep below.

Your article has stimulated some lively discussion among our crew and sailing friends, and we'd love some input about the responsibilities and obligations of all parties involved. For example, while big seas prevented us from trying to approach any closer or to board her, were there any other actions that we should have taken in case there was someone aboard who was sick or injured? Would we have been trespassing if we'd been able to board the vessel to check?

In addition, should the Coast Guard have broadcast a *Securite* announcement about an unlighted boat left adrift? Should we have reported the sighting to the Coast Guard? When abandoning a boat, should a mariner leave some lights burning to alert other craft approaching at night? At least until the batteries die? Is there a signal flag that should be flown from an abandoned yacht? And then there are all the questions about salvage on the high seas.

We're glad to learn that *Credimus* and her owners are reunited. We agree that it was pretty gnarly out there for a while.

David & Jeannie Mariscal
Siren, Cal 39
Berkeley

David & Jeannie — We'd be lying if we said we weren't shocked that you didn't do more. If we came across a boat in heavy seas and were unable to rouse anyone, our immediate assumption would be that it was quite possible that something was wrong. We would have remained on station until we could contact the Coast Guard and await instructions. At the very least — assuming that we didn't have long range radio capability —

COURTESY CREDIMUS



Safe on dry land, the 'Credimus' crew strikes a pose with their rescuers.

we would have attempted to contact the Coast Guard via other vessels or as soon as we came within VHF range.

The situation was thus: Two days before you arrived, Coast Guard rescue swimmer Patrick Estrada jumped into 20-foot seas from a helicopter to rescue Bill and Penny Brownrigg of Ireland, the crew of *Credimus*. According to plan, the Brownriggs had jumped overboard. The experienced cruising couple, who had feared for their lives because they'd been out of control surfing down steeper waves than they'd ever seen, were successfully

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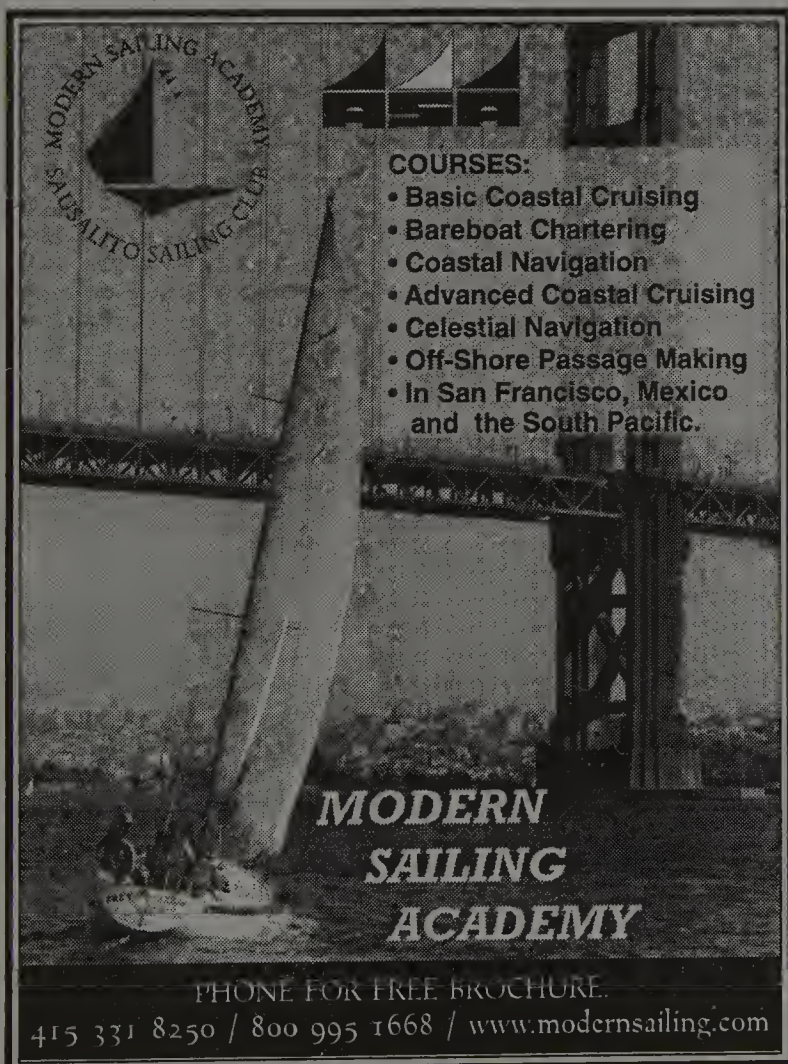
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LETTERS

lifted into the helicopter in less than five minutes.

Before the Brownriggs left the vessel, the lights had been turned on and a data recorder placed onboard. Given the need to effect the rescue as expeditiously as possible, no signal pennant was set. Once the couple had been taken from the boat, a Securite alert for an "unmanned obstruction" was repeatedly broadcast on VHF 16. Credimus's position was given, as well as the fact that she was moving at two to three knots. Mariners in the area were instructed to be on the lookout for her and report the fact to the Coast Guard if they sighted her.

According to Bob Durfey, Commander of the Coast Guard in Humboldt Bay, the Coast Guard would have tried to recover the vessel had the conditions not been so dangerous. In any event, they fully expected that Credimus would be blown south to somewhere off San Francisco, at which point either commercial salvor or the Coast Guard probably would have tried to salvage her. Before jumping to any salvage conclusions, however, you'd have to get an expert opinion from an admiralty lawyer. It's unclear to both Durfey and ourselves as to what salvage rights someone might have to a vessel that's part of an active Search & Rescue case.

In any event, the bottom line is that the Coast Guard says their job would have been made easier had you contacted them.

PRINT ON DEMAND

Thanks to *Latitude* for continuing to follow the Print-On-Demand chart situation with the story in the December issue. But I'd like to clarify some of the background issues relating to some of the comments in the story.

In paragraph three, *Latitude* states: "... there was hue and cry among both mariners and chart suppliers that it was a huge step backward. . .", and then you go on to say, "... it is not going to be like that at all. Chart suppliers will continue to stock all the common charts. . ." Unfortunately, that might not exactly be the case when 'POD' is fully implemented.

Under the current NOAA system, when chart agents stock nautical charts for over-the-counter sales, we do so under express contract with NOAA that we will not sell any chart that is out-of-date. Thus when NOAA declares a chart out-of-date and replaces it with a new edition, an agent destroys all remaining inventory of the old edition and replaces it with the new. To further assure that agents will immediately move to the new edition, NOAA credits chart agents for the destroyed old inventory.

But NOAA is proposing to eliminate this system of reimbursement under the assumption that with POD, agents will no longer have inventory to destroy. As a result, an agent is faced with a quandary: Should he/she inventory the most popular charts to provide immediate service to customers, assuming that they will be eventually faced with the decision whether to sell out that inventory when a new edition comes or properly destroy old charts and move to the new edition — which requires eating the cost of the destroyed inventory.

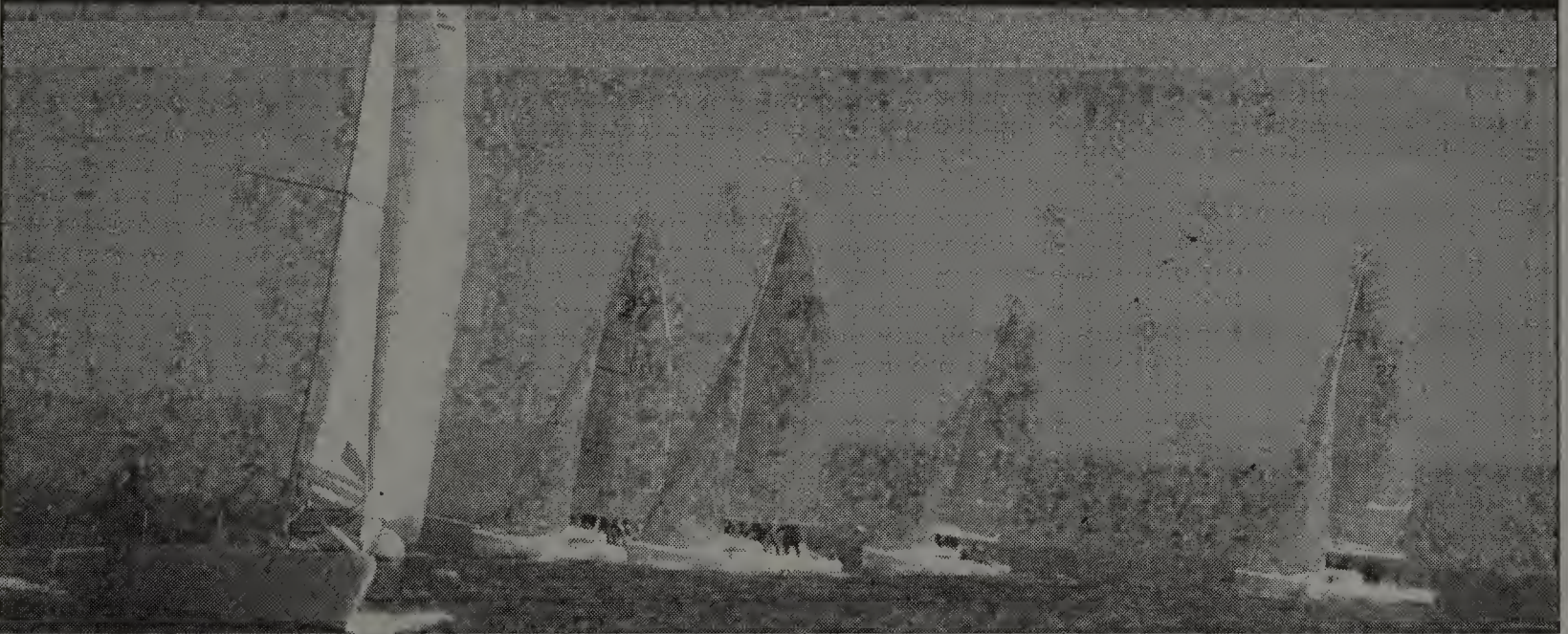
One could easily conclude that this is irrelevant to someone who wants to buy a chart and this is just a problem that an agent will have to deal with. True enough, however agents ultimately have to do what makes sense for their businesses. And frankly, eating the cost of out-of-date inventory just doesn't make sense. As a result, most agents feel that customers ultimately will have to wait on charts they request because it will be too expensive to stock. Alternately, some less scrupulous agents might stock charts and just sell out their old stock when editions change. All of this results in less availability and more inconvenience for customers.

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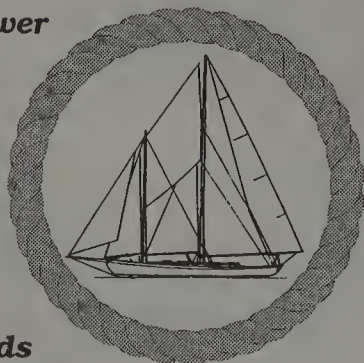
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LETTERS

the top of South America, Indonesia, Japan, China, the South Pacific, and more. I'm always surprised how many East Coast and other charts of distant areas that I sell over the counter. My customers always seem really happy that I have the charts there, as most of them seem to be getting on airplanes that afternoon and absolutely need their charts now!

Latitude also states: "... if you want a weird chart ... you'll have to order and wait two days. That's still better than the two to three week turnaround for some special orders under the current system. ..." Under the present system, any chart ordered by an agent takes about 10 days to make it to California. Agents can also elect to have charts "expedited" to them, which gets a chart to California in 2-3 days. Expedited service costs a few bucks, so I suspect that few agents take advantage of it. We typically order from NOAA twice weekly, and one of those orders is expedited. We try to include all special orders in that shipment, and we don't charge our customers extra to get their charts in a short time. If an agent is taking two to three weeks to get a customer his charts, perhaps the customer should seek a new chart dealer.

Last year at about this time, a group of NOAA's largest chart agents — NOAA calls us the 'Dirty Dozen', so I guess they really love us — met with NOAA to attempt to communicate how our customers — whether they're guys with 22-ft fishing skiffs, 150-ft megayachts, or oil tankers — want to buy their charts. The following are issues common to all:

1) Customers want their charts when they want them. If we're dealing with a commercial ship, we're lucky to have two hours to get their charts to them. Most customers will do without rather than wait.

2) We all think that POD is a great idea when it *really* is Print On Demand, meaning when a chart is printed for the customer on site. Everyone wins here: customers get an absolutely current chart with the information they need, agents don't have to worry about inventorying charts and keeping them updated, and NOAA doesn't have to be in the printing business anymore. We're also fairly happy with the current product, which is clear and readable, and once some technical details are worked out — like getting the latitude and longitude lines to measure consistent distances and niggly things like that — they'll have an excellent product.

3) With the current NOAA proposal, fewer dealers will stock the charts customers need, and buyers will have to be wary of whether or not they're really getting the latest chart. It's a system that would be inconvenient and ultimately unsafe. It will, however, be great for chartbook sales, as they will provide an immediate — if not completely up-to-date — solution for customers.

Marilee Shaffer
Waypoint
Alameda

SSB AND LIFERAFTS

I got your January issue and think a comment should be made about the *Nightmare Off New Zealand* story. Although you made it clear you wrote it from sources you couldn't easily access, it seems we've all missed out by not hearing what actions were taken by those people who sailed through the stormy area without calling for help. You mention three small boats 28 to 33 feet long called *Mangoe*, *Megot* and *Manina* — what did they do?

I sure hope the folks that say you shouldn't go cruising if you can't afford an SSB, liferafts and an EPIRB take a good hard look at your story. I think the real question is whether you can afford to go if you can't take care of your boat, as it was steering breakdowns, overtired crew, and lack of a handheld

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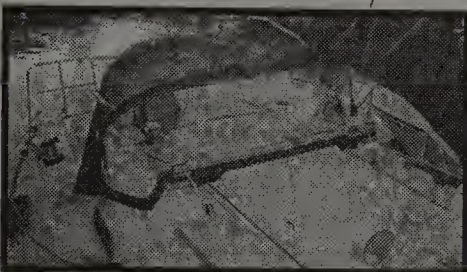
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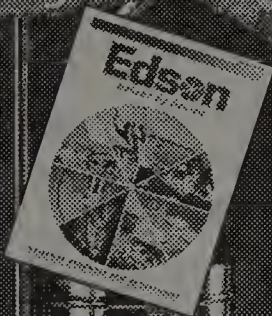
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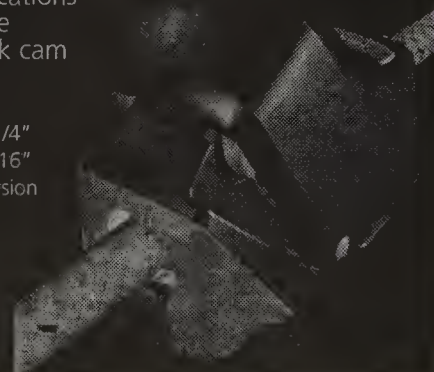
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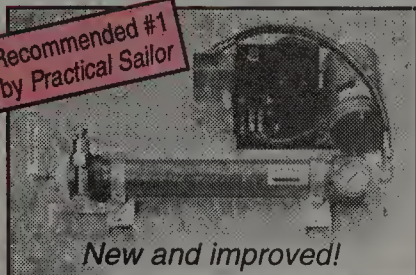
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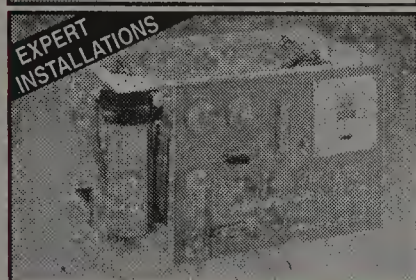
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LETTERS

VHF that seem to have caused the biggest problems.

I find it interesting that the best known, most adventurous sailors we read about in today's magazines include three teams on boats with almost nothing on board — not even engines. And they were sailing on boats everyone calls small today. For example, Bill Sellers with his 33-foot *Nimbus*; he's still out there crossing oceans after 28 years. Then there are the Pardeys, twice around both ways aboard a 24-footer, then a bigger boat — 29 feet. Then there are the Carrs with a 28-foot boat that's 100 years old. They went all the way around, down to the Antarctic, and up to the Arctic. I wonder why people think more equipment will get them there — it seems less tends to work as well or better.

Dee Oxnard
Ventura

Dee — You raise some interesting points, but seem inclined to draw some unwarranted conclusions.

Jim and Hellen Boswell were the ones who told us about the "Three M's" — as the three small boats starting with the letter 'M' are known. To the best of their knowledge, these three boats made it to New Zealand safely for the simple reason they never slowed down and therefore weren't caught in the storm.

What did the other boats out in the worst of it do to survive? Frankly, we don't know if there were any other boats out at the time Freya and Salacia got nailed. If there were, we'd love to hear from them. Indeed, we'd like to hear from anyone who'd like to share their storm strategy.

We agree with you that there is no substitute for having a boat with all her systems in order, and no substitute for an adequate and competent crew. We also agree that the Pardeys, the Carrs, and Bill Sellers are exceptionally fine seaman and seamen.

On the other hand, we hope you're not so foolish as to be concluding that these highly skilled folks and their fine little boats are somehow immune to damage and/or destruction from the sea. Or that there aren't average sailors in average boats who haven't sailed 'round and 'round the world without a problem. The bottom line — to our way of thinking — is that hardly anybody ever needs an EPIRB, but only a megalomaniac goes off shore without one.

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After licensing my low-power, high-illumination combination cockpit and anchor light to Davis Instruments — they call it the 'Davis Mega-Light' — Marilyn and I decided to find the perfect cruising boat for us. Speed, ease-of-handling, ease-of-maintenance, and seaworthiness were all very important factors. But because we were not only looking for a new boat, but also a new home, we felt the most important factor was comfort. We ended up buying a used cruising catamaran, a Kennex 420 to be exact, and thought your readers might be interested in knowing why.

1) Space. *Side-by-Side* is 42 feet long, so she's not a huge boat. Nonetheless, guests are astounded to discover she has six staterooms and four heads. In addition, the bridgedeck — the section of the boat connecting both hulls — has a large galley, seating for 10 at the salon table, and a great navigation station. Furthermore, she has a cockpit that's 15 feet by 20 feet, which includes a table with seating for eight, two sunbeds, and twin steering stations.

The reason cats have so much room is that they have a lot of beam and that the beam is carried for almost the entire length of the vessel. At 42 feet by 25 feet, our boat has over 1,000 square feet of deck space — about the same as a three-bedroom apartment.



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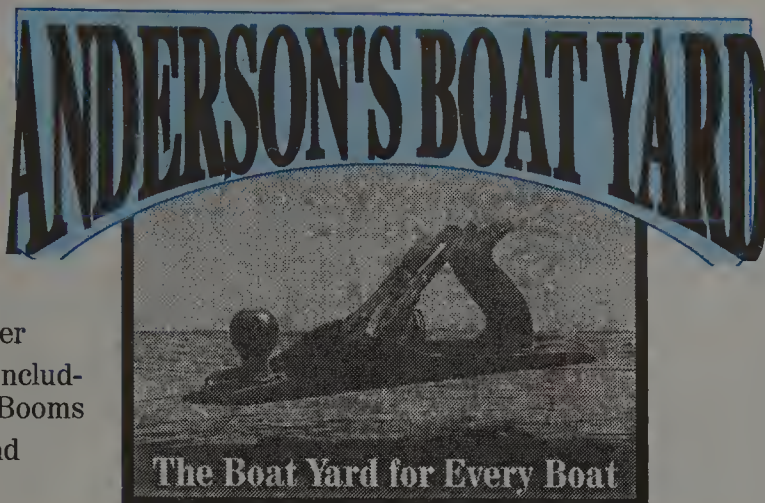
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LETTERS

2) Upright Speed. In my opinion, the 'you don't feel like you're going fast unless the rail is in the water' argument for monohulls is overrated. Folks who think that's true should try watching two rooster tails shooting a few feet into the air from behind a catamaran. Or double digits on the knotmeter. Or feeling the boat accelerate with every gust.

3) No Heeling. Here's the part where you men who love women want to pay attention. If the lady in your life doesn't seem to care for sailing, see if chartering a catamaran won't change her mind. Face it, for non-sailors, heeling can be frightening and uncomfortable. Heck, I've been sailing 15 years and I still don't care for it. With catamarans, heeling is virtually nonexistent and you don't have to keep bracing yourself all the time.

Here's what sold me on catamarans: During a catamaran charter about five years ago, we were sailing in 18 knots of wind and about five-foot seas. Just prior to a tack, the lady who was going to handle the sheets placed her stemmed wine glass on the cockpit table and did her job handling the sheets without incident. A few minutes later, she saw the wineglass on the table and made an instinctive — albeit much delayed — leap to grab it before it spilled. The rest of us busted up at her normal — if she'd been on a monohull — reaction. We were quick to point out that the glass didn't spill when going through the tack, and indeed would never spill under normal conditions.

3) Nice Motion. Those prone to *mal de mer* or the 'green heaves' will also love catamarans. There are three main axes of motion when sailing: pitching, rolling and yawing. Due to a number of factors, two of the three motions — roll and yaw — are so drastically reduced on catamarans that the tendency to get sick is significantly reduced. The only drawback is that multihull owners have to carry more provisions because nobody gets too sick to eat! In any event, the more pleasant motion is going to be appreciated by my wife Marilyn, who will be five months pregnant when we start cruising.

4) All Around Visibility. From the cockpit to the galley to the salon to the nav. station, the visibility on our catamaran is unrestricted. This allows the crewmember making lunch to be a part of the conversation in the cockpit. It allows the person on watch the freedom to prepare a meal. Ever done the midnight to 0300 watch on a cold and rainy night? It sucks! But since you don't 'go below' in a cat, you can be on watch while inside a warm and dry salon. While the autopilot drives, you have immediate access to all your navigation gear: radios, radar, GPS, and charts.

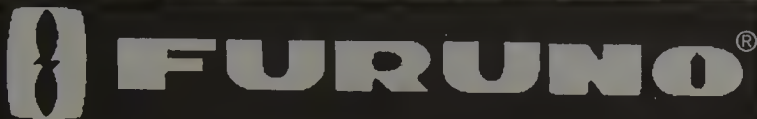
5) Redundancy. If one engine breaks down, we've still got the other. If one alternator stops, we've got a second. We also have two independent steering systems.

6) Since we're soon to be living aboard on an open-ended cruise, the most important reason for a catamaran was because we needed our boat to feel like home. And although comfort is important for its own sake, comfort translates directly into safety. A crew that is comfortable, well fed, warm, and feeling good will tend to make better decisions if conditions get dicey.

All right, I admit it, the above is really just a summary of the sales pitch I made to my wife so she'd let me buy my dream boat. But it worked! So now we have a comfortable boat that's also a screamer! During the recent delivery of *Side-by-Side* from Annapolis to Fort Lauderdale, we were seeing speeds of up to 14 knots — and again, with no spillage from the wine glasses.

Marilyn has only sailed about 25 days in her life, however, on our honeymoon last September she singlehandedly tacked the boat into Baltimore Harbor with 34 knots of wind dead on the nose. That's how easy these boats are to sail!

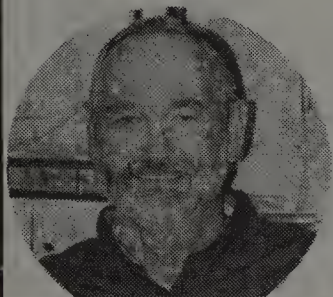
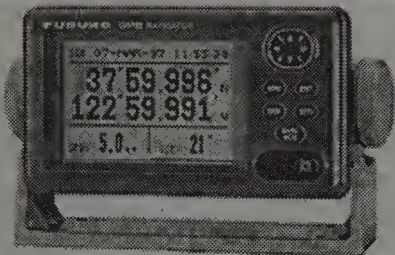
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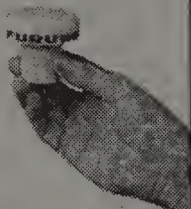
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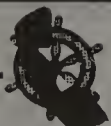
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LOOSE LIPS

Eight bells.

Three men prominent in local and international sailing passed away recently. Our condolences go out to their loved ones.

Jim Mizell died unexpectedly in early January of a heart attack. He was 57. Born and raised in Marin County, Mizell started sailing early in life. He owned a series of boats, but will probably be best remembered for his actively raced Smith 43 *High Risk*, whose design he commissioned back in the late '80s. Among many honors earned with the boat, Mizell and his crew successfully defended the Lipton Cup four times. In 'real life,' Jim was a high-powered and successful insurance executive. "Sailing was his escape," said Diane Warner Mizell, his wife of 25 years.

Joe Milano "sailed away" on January 8 after a six-month battle with pancreatic cancer. He was 69. Milano was also raised locally, but his passion in his early years was baseball. He became a star player whose name was inducted into the Jefferson High School (Daly City) Hall of Fame. He was also an expert skier and taught the sport for 25 years. He began sailing several decades ago and eventually made a career for himself in yacht sales. For the last 20 years, he was involved in boat sales through Sail California, Gorman Yachts, and his own brokerage, Milano Yachts. Ed was a member of the Encinal YC and asked that, in lieu of flowers, donations be sent to the Encinal YC Junior Program.

Ellwood Widmer 'Skip' Etchells passed away four days before Christmas at Memorial Hospital in Easton, Maryland. The influential designer, builder and sailor was 87. Etchells is probably best known for the enduring one-design that bears his name, the International Etchells (formerly called the Etchells 22). That boat was born in a 1965 competition to find a new three-man boat for the Olympics. In a bit of politicking, the prototype E-22 won 18 of 23 European trials in a two-year period, but was passed over in favor of the Soling.

Etchells was an expert racer in his own right. With his wife Mary as crew, he won the Star Worlds in 1951. It remains the only husband/wife team — and Mary remains the only woman crew — ever to attain that lofty title. The family asked that any memorial contributions be sent to the Junior Sailing Program of the Tred Avon Yacht Club, 100 W. Strand, Oxford, Maryland 21654.

Kudos to Crowley.

The Crowley American Transport ship *Sea Wolf* was awarded the 1998 International Rescue at Sea Award in October for the rescue last April of six people off a disabled sailboat.

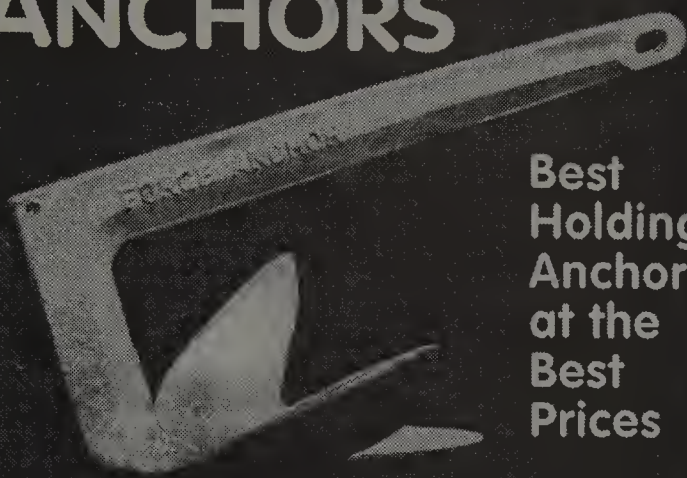
The incident occurred 280 miles southeast of Cape Hatteras. The 34-ft sloop *Alegra* put out a distress call and *Sea Wolf* was one of several ships to divert for assistance. The rescue itself was dicey. In gale-force winds and seas as high as 30 feet, Captain Gary de Vries and his crew had to maneuver the 652-foot ship into a position where they could effect rescue without destroying the yacht. As sometimes happens in such instances, soon after the ship stopped to windward, the yacht was 'sucked' against her side. As the rolling sailboat's mast slammed repeatedly against the side of the ship, *Alegra's* crew scrambled one by one to safety.

Crowley American Transport is a subsidiary of Oakland-based Crowley Maritime Corp, which was founded in 1892.

Hug of the Bud Man.

This just in from the *America True* gang down in Auckland: "Grinder Greg Burrell became a proud father this week when his wife Maggie gave birth to the couple's first child, Benjamin Myron Burrell. The catalyst (after Greg, of course) was a hug

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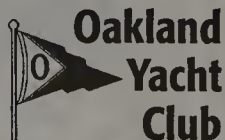
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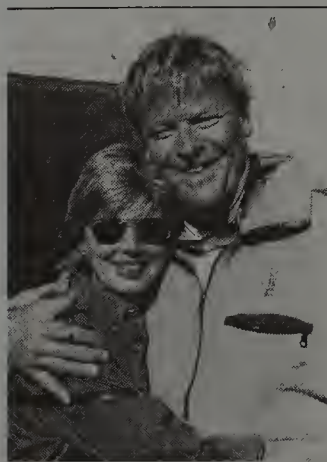


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LOOSE LIPS

from Buddy Melges. Maggie's water broke following the hug, and she asked Leslie Egnot to advise. 'Call your doctor!' Leslie ordered. Four hours later, Benjamin greeted the world in per-



Greg and Maggie Burrell.

fect health, weighing six pounds, eleven ounces. The rest of the team got updates while watching the movie *Austin Powers, International Man of Mystery*. Leslie, who spoke with Greg, reported that Maggie was feeding and laughing. Greg was in a state of shock, so we gave him a day off from training."

Just the facts, ma'am.

One designs comprised 54% (151 boats) of the record-breaking fleet of 277 boats at last month's Yachting Key West Race Week. Last year, 52% were one designs. The biggest class remains the Melges

24s (50 boats), followed by the Mumm 30s (27). Nearly half the fleet are returning entries from 1998. In all, 31 states are represented, with Florida topping the list at 29 entries. Rhode Island (22) and Maryland (21) were runners-up. Top homeports were Annapolis and Chicago (14 each), followed by Newport, RI (13). Charters make up 13% (35 boats) of the fleet, down from 14% in '98. The oldest boat at Key West was built in 1971. Some 22% of the helmsmen are not owners (down from 27% in '98). And, in a particularly revealing statistic, 66% of the entrants list an email address, up dramatically from 36% in '97 and 55% in '98.

The limeys were right.

In the February '99 issue of *Better Nutrition* magazine Dr. Matthias Rath makes the observation that "heart disease is early-stage scurvy." He notes that heart attacks are almost unknown in animals because they manufacture their own Vitamin C. We, on the other hand, get it only from foods and supplements. According to the good doctor, "People get enough ascorbic acid (Vitamin C) to prevent overt scurvy, but not enough to keep arteries healthy." Supplementary C, he says, can reverse some of the artery breakdown and fatty deposits which lead to all sorts of nasty maladies. You history buffs will note that full-on scurvy, once prevalent among crews of ships at sea for long periods of time, was overcome on British ships by having the crews suck regularly on limes, which are rich in ascorbic acid. Eventually, British sailors came to be known as 'limejuicers,' which in time was shortened to just 'limey' and expanded in meaning to include any British subject.

Sex of one, half a dozen of the other.

One of those endless lists that inundate our email every day included "Some interesting meorabilia from a new BBC television program called *In the Animal World*." The more, uh, intriguing of these were just aquatic enough to include here.

1. A barnacle has a penis 20 times the length of its body.
2. Some female parasitic worms and barnacles have live-in lovers; the males being reduced to mere sacs containing glands.
4. The male paper nautilus has a detachable penis that swims around and searches out a female.
4. The female hatchet fish has such trouble finding a mate that once she does, that male becomes fused to her body forever.

As far as we know, there are no plans to air the series here in the colonies.

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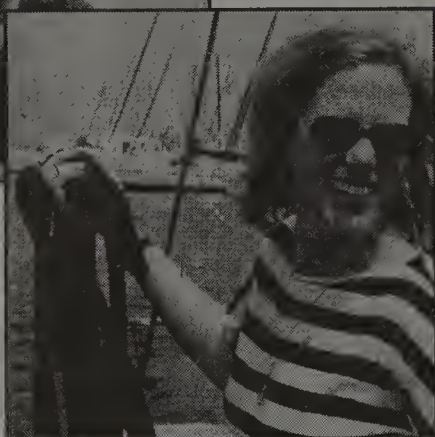
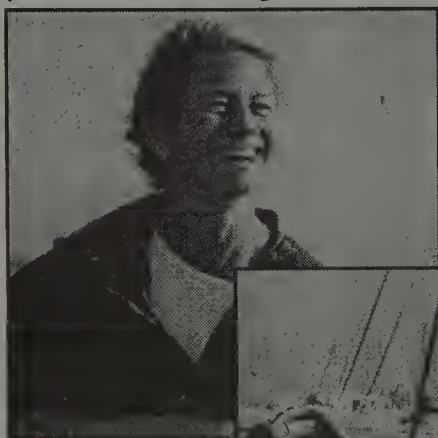
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LOOSE LIPS

Honeymoon antics.

This is Steve and Alex Wines of Sausalito taking some time out from skiing to enjoy their favorite pulp fiction. (Okay, there's some occasional non-fiction pulp, too.)



Alex and Steve Wines on the slopes somewhere in Switzerland.

Anyway, they're not posing at Disneyland. That is the *actual* Matterhorn behind them. Come warmer weather, look for the couple out sailing the local race courses — and hopefully still enjoying their monthly pulp.

The magic number.

The following press release was issued by Paul Cayard on January 24, during training exercises in Auckland:

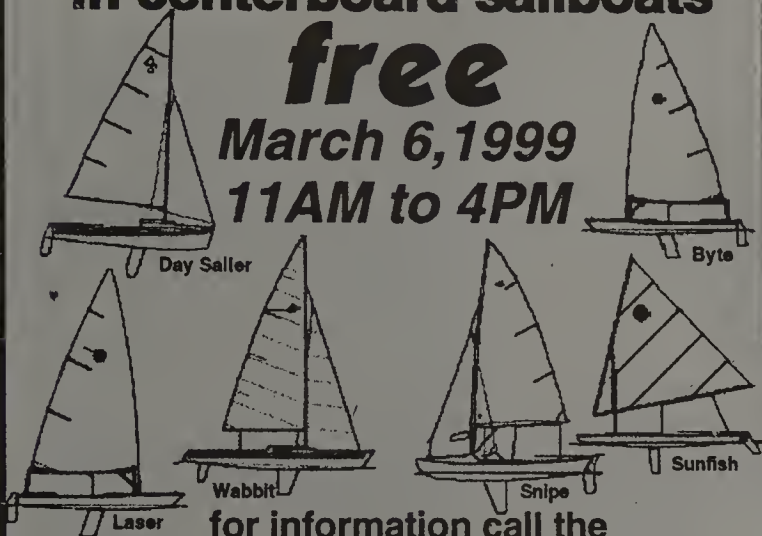
"AmericaOne's first America's Cup yacht has been issued number USA 49 by Ken McAlpine, Technical Director of the International America's Cup Class. USA 49 was also the number of our first 12 meter. In the 1987 America's Cup Challenge on behalf of the St. Francis YC. I often think back to that challenge and the competitive spirit of my friend and skipper Tom

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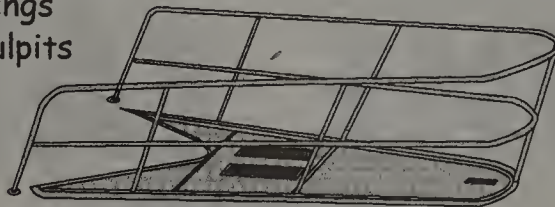
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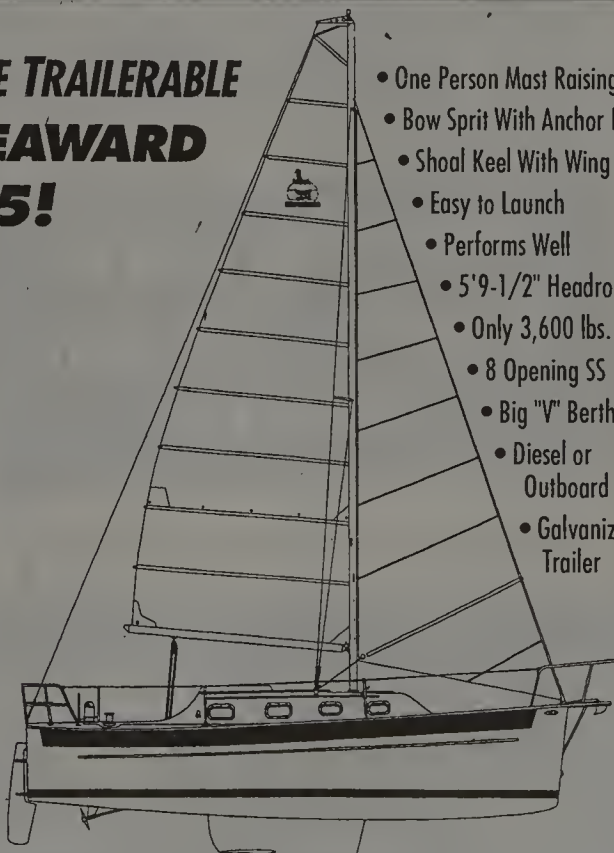


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LOOSE LIPS

Blackaller and his refusal to bow to overwhelming hurdles in his path. Further back, those who came to California to participate in the Gold Rush of 1849 faced many challenges and personal sacrifices. They were called the 49er's. The tradition of that spirit, which is at the core of the founding of the state of California, is carried into battle every year by the San Francisco football team of the same name.

"Tom Blackaller and I were both born and raised in San Francisco. Our sailing talents are products of the waters of entire Bay and those against whom we sailed. We each represented San Francisco all over the world for over 30 years at the top of our sport, each at our own time. As in 1987 for Tom, *AmericaOne* is for me, my chance to put on my best performance for my home town. Needless to say, I am motivated. At *AmericaOne* we have faced and still do face many challenges. We have put forward considerable personal sacrifice in pursuit of our goal — to win the America's Cup and bring it home.

"It is fitting that our boat be numbered USA 49."

First Planet Hollywood, now this.

A new website specifically for owners of Catalina boats was recently launched. Called Planet Catalina, the address of this lively new site is www.planetcat.net. Check it out!

Kicks just keep getting harder to find.

As we went to press, crowds of over hundred people waved goodbye to Dutchman Hans Bouscholte and his French crew Gerard Navarin as they set off for a TransAtlantic crossing from Dakar to Guadeloupe. Hopefully, the duo is on their way to the world record — crossing the Atlantic Ocean in less than 18 days and 22 hours. . . in an open 19-foot catamaran, without assistance.

The red custom 19-foot Nacra Inter was launched into almost perfect conditions. A twenty-knot northeasterly wind took the pair towards the starting line, just off the Island of Goree (the former slave island off the African coast). The official start time of 12.34 GMT was recorded by Commandant De Baelman, commander of the French troops in Senegal, and will be ratified by the World Sailing Speed Record Council.

If all goes well, the team hopes to break the world record set in 1986 by Frenchman Daniel Pradel and Australian Tony Laurent, by anything up to three days. Circumstances permitting, Bouscholte will have contact with the press centre in Holland via the satellite telephone once a day. The latest news, updates and their position will be posted daily on their website, www.bouscholte.com.

Gee, didn't I crew in your lap pool oncê?

Old sailboat molds don't always just, well, moulder away in some dusty warehouse. Take, for example, the Santa Cruz 33 mold. All it took was a little glass here and there and it now serves duty in somebody's backyard as an above-ground swimming pool. The owner even has a nice deck built around it, and the colored cove and bootstripe marks make nifty lane-markers. Or so we've heard.

If the truth be known. . .

Among the newsletters we get from class associations is *The Typhoon*. As the subhead goes on to explain, *The Typhoon* is "a newsletter for owners of Cape Dory Typhoon sailboats, and other Cape Dory sailboats, as well as for those who want to own one, and those who once owned one, and now realize that selling the neat little boat they had was the biggest mistake of their lives."

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america's cup update

With just over a year before the 30th America's Cup gets underway in Auckland on February 26, 2000, the game is definitely afoot. Fifteen challengers from nine countries are still officially in the hunt, though that number will dwindle to nearer a dozen in the near future (Hong Kong and Russia should be next to go). The obvious question is "Who's at the top of the food chain?"

Rod Davis, coach of the Italian *Prada* team, offered his personal opinions in the December '98 *Seahorse*. Using a matrix which takes into account sailing ability, funding, design and the all-important 'X-factor' (his gut feelings), Davis came up with the following rankings: 1) *Team NZ*, 19 points; 2) *AmericaOne*, 17; 3) New York Yacht Club, 16; 4) (tie) *America True* and *Aloha Racing*, 14; 6) (tie) Switzerland and Japan, 13; 8) *Team Dennis Conner*, 11; 9) Australia/Syd Fisher, 9. All other challengers rated lower, and as such aren't deemed to be competitive. Citing a conflict of interest, Davis didn't include *Prada*, definitely a top contender, in his analysis.

Gary Jobson, lately an editor at large of *Sailing World*, served up his prognostications in their February issue. His picks, in order, for the 'first tier' are: 1) NYYC; 2) *Prada*; 3) Japan; and 4) *AmericaOne*. In the 'second tier', Jobson places: 5) Spain; 6) *Aloha Racing*; 7) Australia; 8) *America True*; 9) *Team Dennis Conner*; 10) France; 11) Switzerland; 12) *Team Caribbean*; and 13) Great Britain. In the 'third tier', we find: 14) UC de Cannes/France; 15) Russia; and 16) Hong Kong. Jobson picks New Zealand to retain the Cup, and ends his article on a discouraging note — "at the moment, American prospects are not strong."

Here's a quick look at what's going on with each of the five remaining American challengers:

Team Dennis Conner (www.cortez-racing.com) — In early January, Peter Holmberg's cash-starved *Team Caribbean* was absorbed by Dennis Conner's low-profile America's Cup syndicate. "Faced with hitting a wall, and the reality of going down with an underfunded campaign, we decided to merge our efforts with Team Dennis Conner," said Holmberg, the #5 match racer in the world. "He needs us, the syndicate we've built, our sponsors and our talent — and we need him to make the Cup. It's a win-win situation."

Holmberg will sail in the afterguard of Conner's new *Stars & Stripes*, a R/P design to be built by New England Boat Works in Portsmouth, RI, the same outfit that built Conner's W-60 *Toshiba*. Meanwhile, two-time Rolex winner Ken Read has been recruited to drive the new boat, which should be ready in early summer despite their late start. Conner has gone on the record saying that *Prada* and the NYYC are the syndicates to beat, and that his program is "about as far ahead as the other challengers, and quietly moving ahead." Look for more announcements from this camp soon.

AmericaOne (www.ac2000.org) — Paul Cayard and his minions are currently in Auckland, halfway through an intensive two-month training program on the Hauraki Gulf. Their spirits are high, no doubt bolstered by Davis's positive assessment in the last *Seahorse*. They've been sailing their trial horse *OneAustralia* in skirmishes against *America True*, the Swiss and the Italians, apparently with good results.

The 'A' team, according to a recent email from Terry Hutchinson, is currently Paul Cayard (skipper), John Kosteki (tactician), Hutchinson (mainsheet), Carter Perrin (traveller), Sean Clarkson (mainsheet caddy), Morgan Trubovich and Moose McClintock (jib trimmers), Josh Belsky (pit), Billy Bates (mast), Ralph Steitz (mid-bow), Curtis Blewett (bow) and grinders Paul 'Tiny' Larkin, Phil 'Golden Bear' Trinter, Mark Keegan and Matt Welling. "I'm surrounded by Olympic, World and Whitbread champions!" writes Terry.

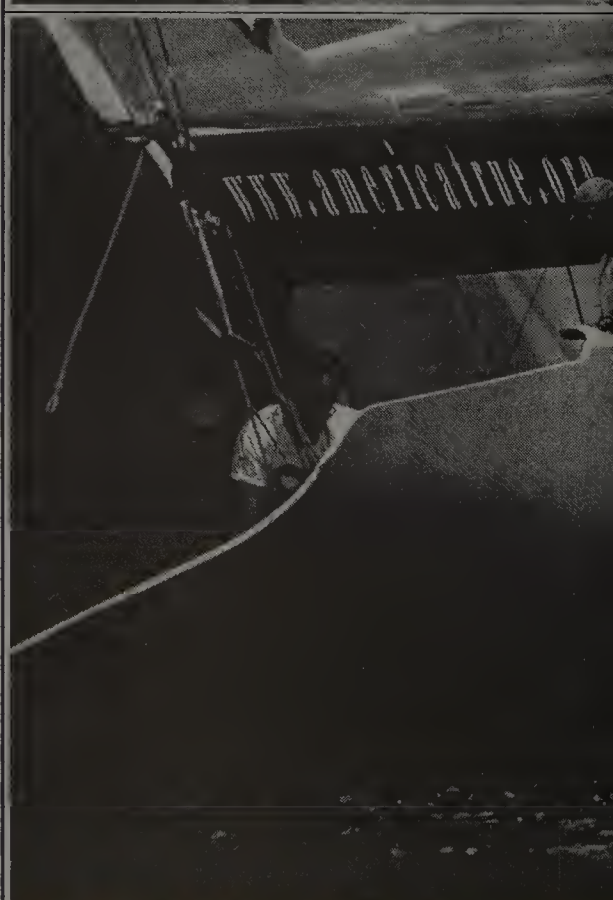
While the team is gelling Down Under, the first of their two Bruce Nelson-designed boats began taking shape in early January at West-erly Marine in Costa Mesa. A June finish date is projected. The second boat will follow close on its heels, approximately two to three months later. After sailing off Long Beach for the summer, the whole show will be packed up and sent to New Zealand in time for the Louis Vuitton

continued on outside column of next sightings page

tragic

Every boater in history has overshot a landing at some time or another. Ninety-nine percent of the time, such bungled maneuvers damage no more than a little gelcoat, pier planking or ego. Unfortunately, there was a recent case where overshooting a dock was blamed for two people being severely hurt, and another person being killed — at Disneyland, of all places.

We're talking, of course, about the freak Christmas eve accident that took the life of a 39-year-old Washington man and injured his 43-year-old wife.



kingdom

It happened when the 'sailing ship' *Columbia* was pulling up to the dock in Frontierland to discharge passengers. When the dockline was thrown over a forward cleat, instead of stopping the ship (which runs on an underwater track), when the line went taut, it ripped a cleat out and whipped through the air into the crowd waiting to board the ship. The 8-pound cleat struck both Luan Phi Dawson and his wife Lieu Thuy Vuong in the head. The impact was so severe that it actually ripped off part of Dawson's jaw. He died

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cup update — cont'd

Cup (the beginning of the challenger trials) in October.

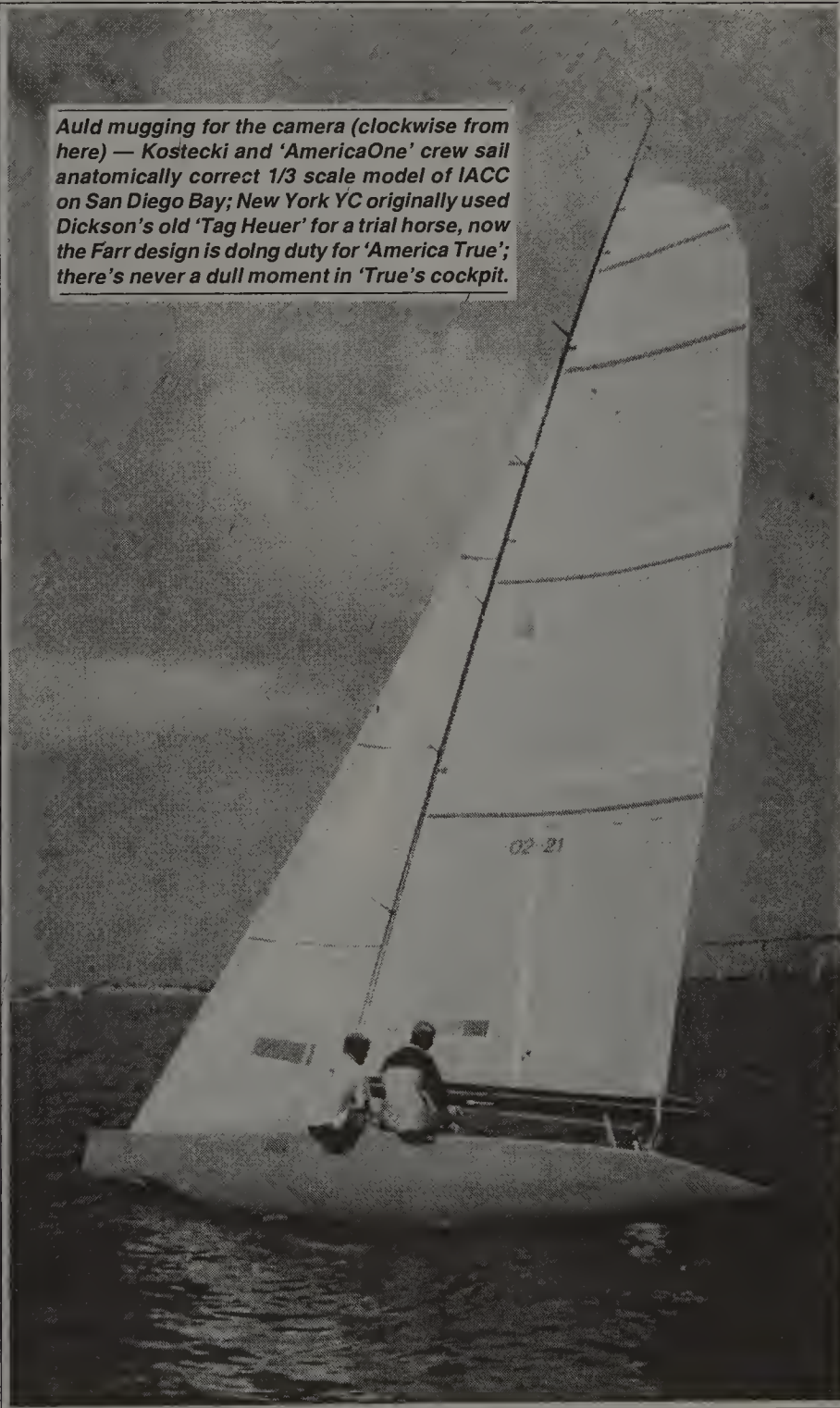
America True (www.americatrue.org) — Snow is falling and the heaters are cranking up at Jim Betts' Lake Tahoe shop, where *America True's* Phil Kaiko design is now being laid up. A late May completion date is anticipated, after which the boat will be rolled down the hill to a christening ceremony — probably on the trailer at *True's* Pier 17 headquarters — before loading onto a ship for New Zealand.

The *True* team, meanwhile, has been sailing their trial horse, *Tag Heuer*, in Auckland since early December and will continue to do so until the end of March. "We're making huge gains everyday," claimed skipper Dawn Riley. The team will participate in the mini-America's Cup regatta at the end of February, an optional dress rehearsal hosted by *Team New Zealand* in their two equalized 'black magic' boats, in-

continued on outside column of next sightings page



Auld mugging for the camera (clockwise from here) — Kostecki and 'AmericaOne' crew sail anatomically correct 1/3 scale model of IACC on San Diego Bay; New York YC originally used Dickson's old 'Tag Heuer' for a trial horse, now the Farr design is doing duty for 'America True'; there's never a dull moment in 'True's' cockpit.



cup update — cont'd

cluding NZL 32, the boat that won the cup for New Zealand in 1995.

True's afterguard consists of skipper Riley, John Cutler, Gavin Brady and Leslie Egnot. The current crew consists of four trimmers (David Armitage, Steve Gruver, Kelvin Harrap, Katie Pettibone), four grinders (Carl Barkow, John Broadhead, Greg Burrell, Mark Strube), three foredeck hands (Roo Stevenson, Larry Turner, Merritt Carey), two cockpit people (Liz Baylis, Tucker Thompson) and one mastman, John Spence.

Closer to home, the Corinthian YC recently showed their support for their next door neighbor, San Francisco YC, by signing on as a 'True Ally'.

NYYC/Young America (www.young-america.org) — FOX Sports Net, a division of FOX Television, just came aboard as *Young America's* first 'Premiere Partner', i.e., top-level sponsor category. They signed a 'major cash sponsorship package', bringing this already well-funded group's war chest to \$24 million, or 60% of their total budget.

continued on outside column of next sightings page

tragic

in the hospital the next day.

Vuong was expected to recover from her own serious head injuries, which included a partially paralyzed face.

The accident also injured a Disneyland employee. Christine Carpenter suffered severe leg and foot injuries. She was hospitalized for a few days and released.

An investigation into the accident revealed that proper docking procedures might not have been followed. According to a *Los Angeles Times* report, the person who dropped the line over the cleat was filling in for the regular line handler. Although she had performed in this capacity before, she had reportedly not undergone either the formal two-day training



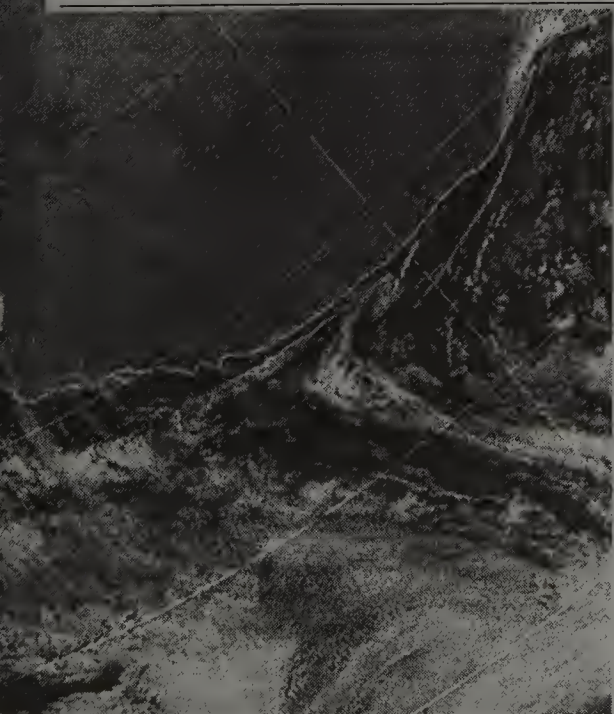
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session for *Columbia* crew or the one-day orientation given to managers. If she had, said a longtime park veteran, she would have known that if the boat is going to overshoot the dock, you don't throw the rope. You wait until the helmsman backs the ship up.

Also at fault at some point along the line is the assessment and maintenance schedule of the 84-ft, 40-year-old wooden *Columbia*, which was one of the original rides when Disneyland opened in the mid-'50s. Obviously, the cleat should never have ripped out. "When there's too much tension," said a spokesman, "the ropes are supposed to break."



Above, Carol and Joe Celentano. Spread, image from the New World Challenge press packet.



cup update — cont'd

Ed Baird and his crew were the first of all the challengers to sail in Auckland, conducting the end of their two years of intensive two-boat testing down there last fall with *Young America* (aka 'The Mermaid') and *Tag Heuer*. Currently, the team is taking a break, with many of the crew on a busman's holiday at Key West. Construction on their two Bruce Farr IACC designs will begin any minute at Eric Goetz's Rhode Island shop. "Momentum is strong in all areas of our program," claimed syndicate president John Marshall.

Aloha Racing (www.aloharacing.org) — John Koliuss's Waikiki YC-based effort remains "quiet", even by their own admission. Last we heard they were still planning a two-boat program with funding of between \$10-20 million from Health-South, a national health care company whose stock fell by half (for other reasons) shortly after it made this announcement. The first of these two Dovell/Burns designs is already coming together, with fairing of the plugs now in progress. Check their brand new website for more.

new worlds to conquer

If Joe and Carol Celentano's honeymoon is any indication, they're in for a pretty exciting life together. After tying the knot late last year, they flew Down Under to spend two weeks snorkeling the Great Barrier Reef and exploring the Australian rain forest. Heck, we didn't even know Australia *had* a rainforest.

The year before, they explored Costa Rica by four-wheel-drive, open boat and various other means, once having to be towed across a raging river by a tractor (as the car 'floated' behind), and another time hanging onto panicked horses running down the side of a live volcano during a thunderstorm.

Now that we've established that Joe, a 39-year-old bond salesman at Bear/Stearns, and Carol, 28, who works at Hambrecht and Quist Capitol Markets Group, aren't your average two-weeks-at-the-condo-in-Waikiki types, it should come as no surprise that they are the first west coast sailors to sign up for The New World Challenge. That's the inaugural round-the-world race due to start right here from San Francisco Bay in the spring of 2002.

As detailed in last month's issue, the New World Challenge is the brainchild of renowned British sailor Chay Blythe. It's modeled after his very successful British Steel Challenges in which paying crew raced 10 identical 67-ft steel sloops around the world the wrong way (east to west) in '92-'93 and again (with 14 boats) in '96-'97. The next event, now called the British Telecom Challenge, is due to depart Southampton in September of 2000.

That's how the Celentanos originally got interested. They inquired about berths for the BT Challenge, but most slots are already taken and the training regimen would have been a tough one — they would have had to fly to the East Coast for training sails. So when organizers mentioned the New World Challenge would be leaving from — and training in — their own backyard, they said "That's the one!"

As with previous British Steel events, the New World Race package is so complete that no sailing experience is required of its participants. In that department, though, Joe and Carol are ahead of the game. Joe has been sailing for 15 years, beginning with sailboards when he moved out west from New York in the early '80s. Carol is a graduate of a popular Bay Area sailing school with a couple of years of sailing under her belt. Both have raced and cruised on other people's boats, as well as doing several offshore passages on their own boat, an Alameda-based Hunter 376 named *Sea Wolf*.

"We're doing this now because we can," says Joe in response to the inevitable 'why'? "We have no kids, no dog, and we rent," adds Carol. "To us this is the opportunity of a lifetime."

At this point, the couple have sent an initial deposit to race organizers. If they are accepted, training could begin within a year. (We were

continued on outside column of next sightings page

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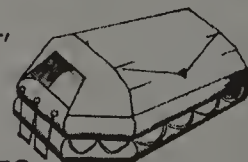
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new worlds — cont'd

unable to confirm the exact regimen, but there will be a BT boat here on the Bay that will be used for training.) Joe reminds us, however, that they are not "in" just yet. Each applicant to the New World Race must pass medical muster — and then be personally interviewed by Blythe himself. Interestingly, though the couple would like to be on the same boat during the race, they're open minded enough that they could deal with being aboard different boats — "As long as mine won," smiles Carol. (Historically, BT Challenge crews have averaged one or two women in each 15-person crew.)

The New World Challenge will take 10 months to circle the globe, putting the fleet back home about this time of the year, 2003. There are seven stopovers along the way: Yokohama, Shanghai, Hong Kong, Singapore, Cape Town, and Rio de Janeiro. The last leg home from Rio is not only the longest, but possibly the hardest, as the fleet has to round Cape Horn against the prevailing wind.

In contrast to that thought, each of the stopovers is scheduled for three weeks, during which crews can play tourist ashore, fly home for a visit or just rest and recuperate.

With the race still two years away, Joe and Carol admit that the New World Challenge "hasn't really sunk in yet." For the immediate future, they'll abuse their adrenal glands with a little 'heliboarding' — you know, getting dropped off by a helicopter on some remote, powdery peak, then snowboarding down.

They do find, however, that they've developed a new interest in following big ocean races like the current Around Alone, next year's Vendée Globe and last December's "reality check", the Sydney-Hobart.

"It's not going to be a pleasure cruise out there," says Joe. "But we're looking forward to it."

Editor's Note — For others interested in applying for a position on one of the 10 New World Challenge boats, here's the skinny: The race is open to men and women who will be at least 21 years old at the start. You must be in good physical and medical condition. Participation in all seven legs of the race costs \$45,000 per person, which can be spread out in monthly payments. You can apply for individual legs only, at a cost of \$7,500 to \$11,000 per leg (depending on duration) but priority allocation will be given to those who want to complete the whole race. For more information, contact The Challenge Business International, 121 Lewis Wharf, Boston, MA 02110. The phone number is (617) 723-7245; fax (617) 723-1202. You can also email them at Crew@ChallengeSail.com or get them on the net: www.newworld-challenge.com. Also note that Chay Blythe is scheduled to appear at Sail Expo (April 14-18 at Jack London Square).

bigger, better, faster, sexier

No, we're not going into new car sales. We're talking about the 1999 Northern California Sailing Calendar and YRA Master Schedule. It is out, it is happening, and if you don't grab one quick, you're gonna be SOL. As with years past, this publication details everything you need to know about racing on the Bay except when to tack for that final layline.

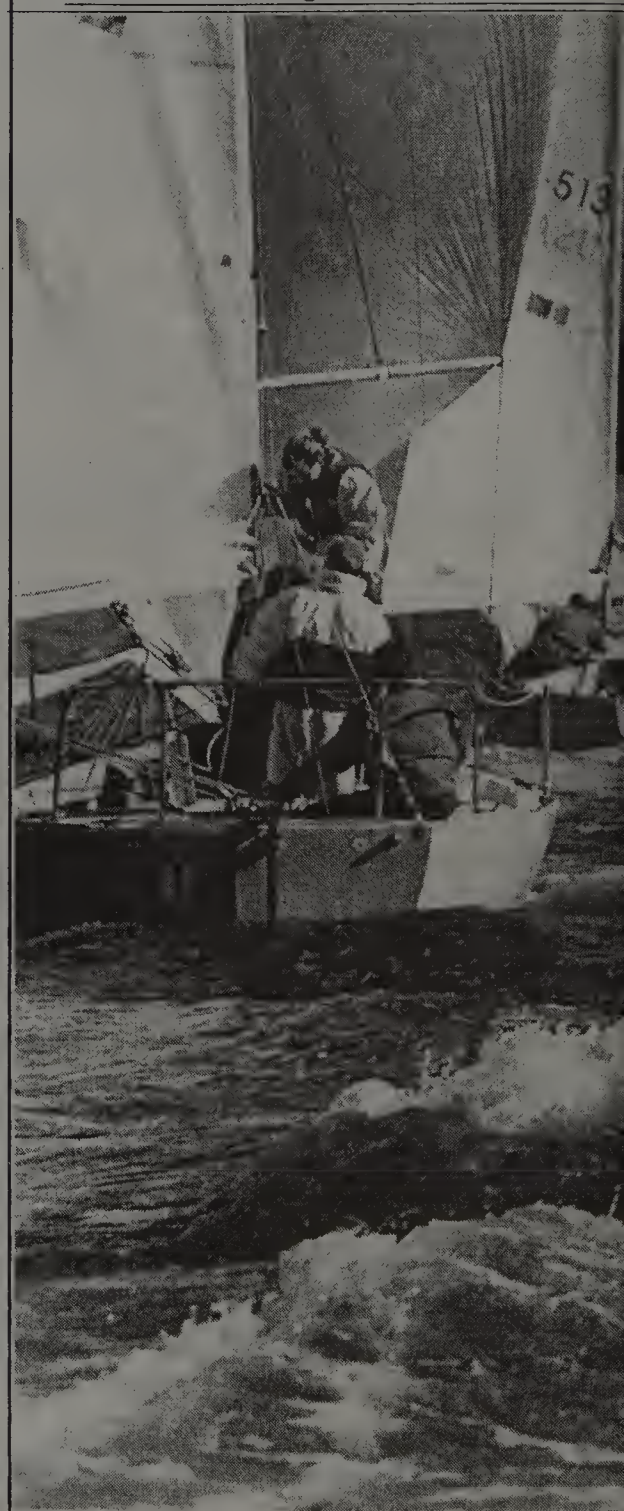
In addition to listing every racing event we could lay our hands on, the '99 Sailing Calendar, etc., etc. includes '99 weekend currents, mini-charts of the various race courses around the Bay, and all the contact numbers of yacht clubs, PHRF committee members, and those specialized organizations like HDA (Handicap Divisions Association), WBRA (Wooden Boat Racing Association), ODCA (One Design Class Association) that you could ever possibly need. Also between the hefty covers of the Calendar are ads for the many Bay Area businesses that make it possible. If you have boating business to do this summer, we'd appre-

continued on outside column of next sightings page

special task 'epidemic' of

The Coast Guard announced last month that it has established a special task force to investigate the unusually high number of deaths involving fishing vessels off the Northeast Coast of the nation. Since late December, 10 people have died or are missing in four separate accidents.

The 'epidemic' started on December 28 when the conch boat *Predator* sank off Ocean City. One person went down with her, one survived. Then, on January 8, the clamming boat *Cape Fear* foundered near Buzzards Bay: three rescued, one dead, one missing. The next day, off



force investigates boating deaths

Manasquan Inlet (60 miles south of New York City), the clammer *Beth Dee Bob* capsized, leaving two dead and two missing.

The final accident occurred in mid-January when the 74-ft clam dredger *Adriatic* sank in stormy weather off New Jersey's Barnegat Inlet. Despite an intensive search effort that covered an area larger than the state of Massachusetts, none of the four crew were ever found.

The formation of the special task force was announced soon after the search for *Adriatic* survivors was called off. When

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calendar — cont'd

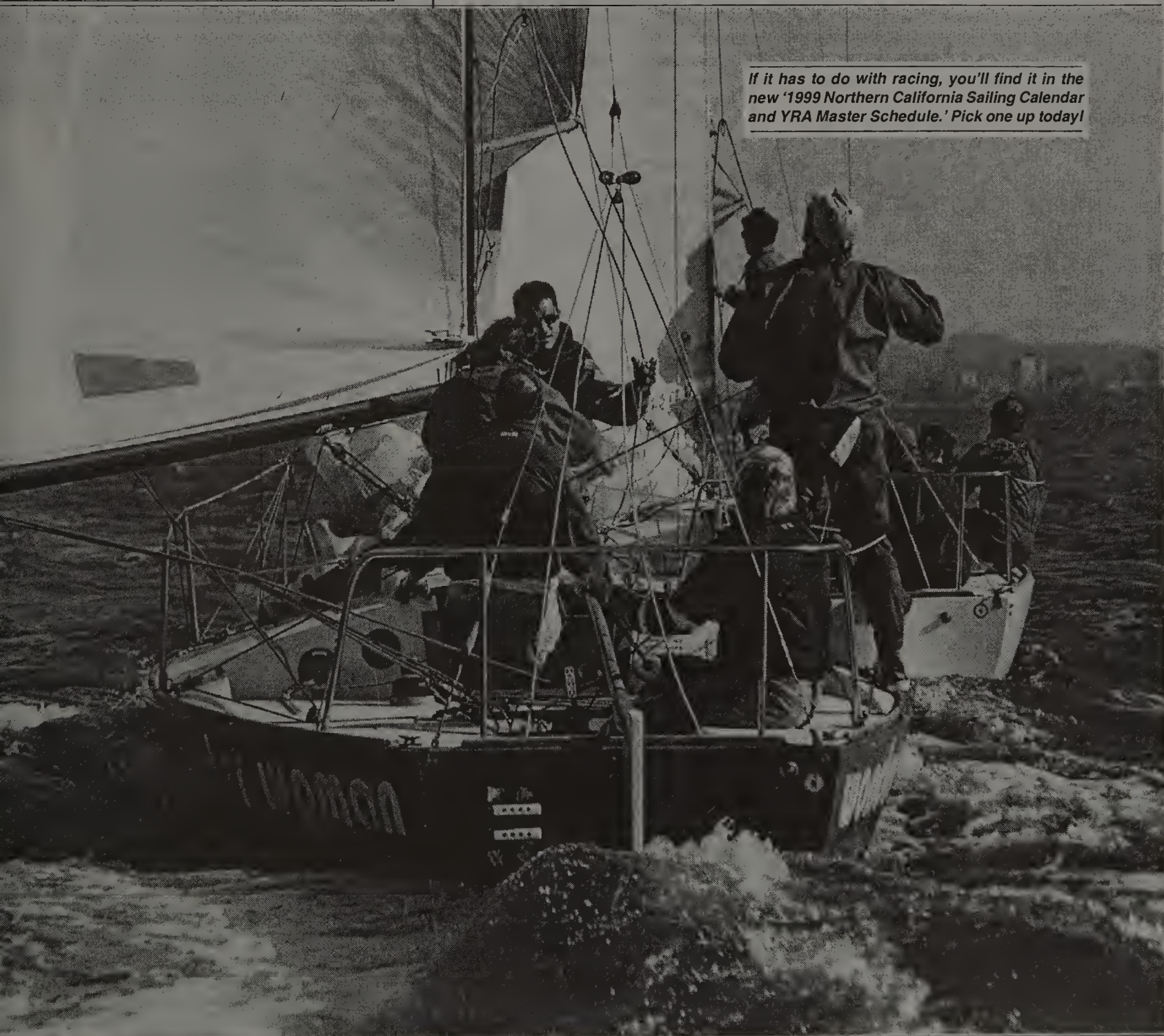
ciate it if you'd direct it their way.

The bottom line: if it ain't in the *Calendar*, it ain't happening. Or, in some cases, the responsible parties didn't get the information to us by the November 15 deadline, in which case *they* are SOL.

'99 *Calendars* are available in many marine outlets, marinas and yacht clubs where *Latitude 38* is distributed in Northern California. In fact, chances are if you picked this issue up at a Bay Area West Marine store, there was a stack of *Calendars* right beside it, dwindling fast. Individual *Calendars* will also be mailed to each member of YRA, which is yet another good reason to join that hard-working organization. If you haven't scored one either of those two ways, you can come by our office and pick one up for free, or send us \$5 and we'll mail you one. (We're located at 15 Locust Ave., Mill Valley, CA 94941.) Please, though, no phone calls.

Have a great year out there!

If it has to do with racing, you'll find it in the new '1999 Northern California Sailing Calendar and YRA Master Schedule.' Pick one up today!



big cat lifts a paw

Steve Fossett's huge catamaran *PlayStation*, whose December 21 launch was featured in our January issue, has been undergoing sail testing in the protected waters around Auckland. In January, on the second sail with Fossett aboard (he was in the midst of his latest non-stop-around-the-world balloon attempt when the boat was launched), the 105-footer flew a hull for the first time. With the jib and full main up, in 15 knots of true wind, the speedo read 28.8. Designer Gino Morrelli reports that Fossett enjoyed the experience so much that he immediately did it again.

In our minds, the image evokes Howard Hughes lifting the Spruce Goose off the surface of L.A. Harbor in 1947. The plane "that could never fly" did; the catamaran that some thought would never be built has been — and it flies, too.

PlayStation, of course, is slated for a much more active life than the 'Goose, which never flew again. As mentioned last month, it is the vehicle with which Fossett and a hand-picked crew plan to win The Race, the no-holds-barred sprint around the planet slated to start from an as-yet undecided European port on December 31, 2000. Until then, once the sea trials are complete, *PlayStation* will shakedown for the main event with a series of record-breaking attempts.

Much of the actual numbers and dimensions involved in the design of the boat are not being released. But Morelli let us in on a few tantalizing tidbits involved with building the largest ocean sailing catamaran ever. For example, the boat has 16 load cells placed at various points throughout the rig. These insure, via on-deck readouts, that everything loads up evenly as the boat gets going. And, proving nothing really is new under the sun, the shrouds on the boat don't adjust with turnbuckles. "It would have taken six of them, at 75 pounds each," notes Morelli. "That's more than 400 pounds!"

Instead of turnbuckles, *PlayStation's* shrouds end in a modern adaption of the old deadeye — you know, the multi-purchase system used on the old square riggers. Of course, the line is Vectran, not hemp. *PlayStation's* shrouds are actually tensioned by a custom hydraulic ram. When the shroud reaches the right tension, the Vectran is tightened down and the ram is removed. This "back to the future" adaptation weighs only as much as the line involved, about 20 pounds.

Finally, how long *did* those giant trampolines take to construct? (*Playstation*, under which you could hide a professional basketball court with room to spare, has three trampolines.) "A French photojournalist actually counted the lashings," says Morrelli. "There are 875 of them and each lashing has three knots. It took 6 people five days to put all three trampolines on the boat."

Stay tuned. In February *PlayStation* sails in the ocean for the first time.

end of high seas radio

The handwriting has been on the wall for some time now. For the last 10 years, Single Sideband telephone patches through radio station KMI and its sister stations have been steadily declining in the shadow of glitzier technologies. Inmarsat, MSAT and, lately, Iridium, all offer long-distance, telephone-quality communication from hundreds or thousands of miles at sea. Indeed, when Iridium is fully operational, from anywhere on Earth, 24 hours a day.

Late last year, the inevitable decision was made: as of March 1, the AT&T High Seas Radio Network stations KMI (Point Reyes), WOO (New Jersey) and WOM (Florida) will go off the air for good.

Wait a minute, now. Don't start making room in the antique cabinet between your sextant and 8-track collection for your trusty SSB just yet. Sideband, also known as 'HF' radio, is far from dead. In fact, in most ways, it's never been healthier.

The good news on the High Seas shutdown is that WLO — a private,

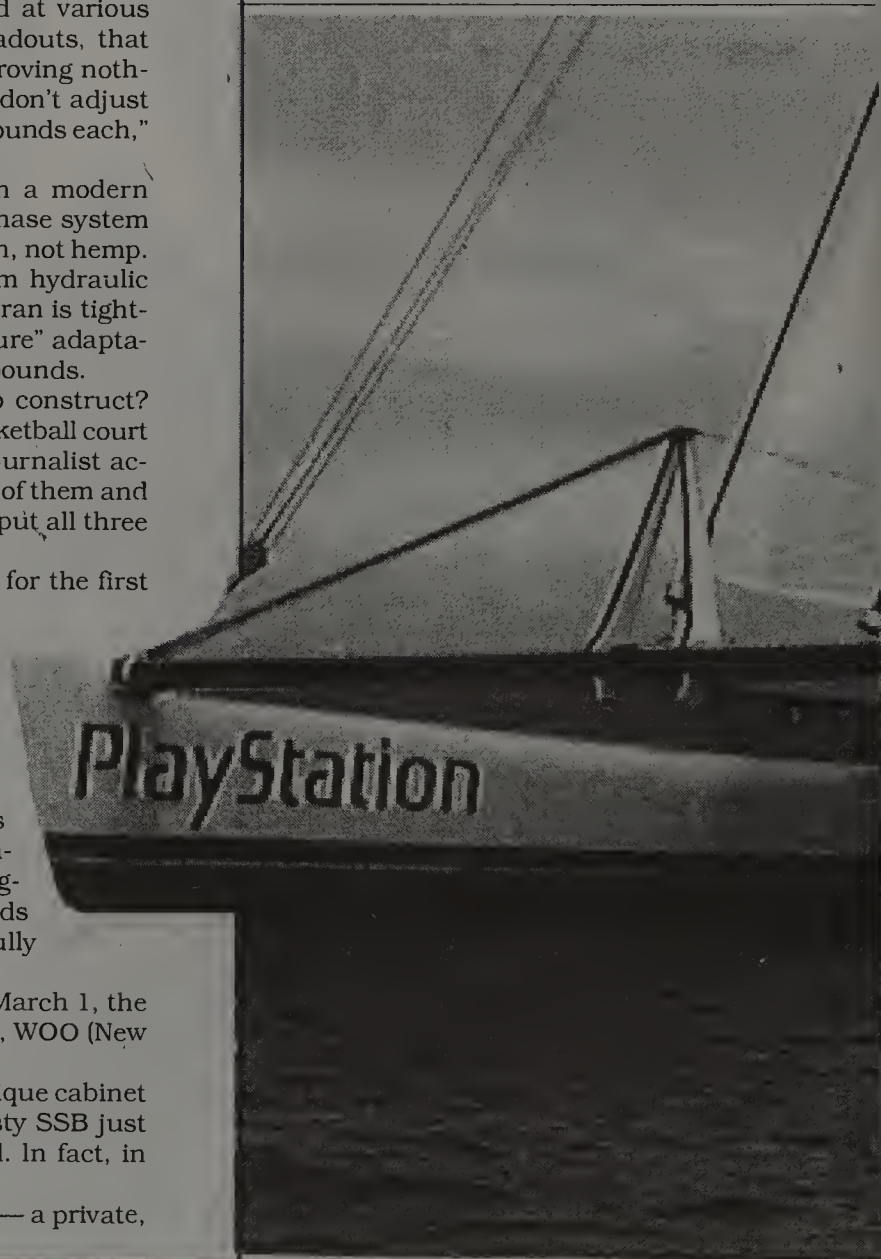
continued on outside column of next sightings page

epidemic

formed in early February, the panel will include about 15 members, including fishing industry representatives and experts from the Coast Guard and other federal agencies. In addition to investigating the accidents themselves, the task force will also take a look at crew training, qualifications and safety among the East Coast fishing fleet.

biggest bust

Ever'thang's big down Texas way. Even their drug busts. In fact, the one last month was the biggest in Lone Star history. In January, the Coast Guard seized the freighter *Cannes* 125 miles southwest of Jamaica and escorted it into Houston. Hidden under the cargo of 57 million pounds of iron ore in its hold was 9,500 pounds of cocaine, with a street value of



— cont'd

"By the way, in case you're keeping track, fishing is no longer the country's "most dangerous profession." According to a Reuters item on the special task force, that distinction now belongs to the logging profession. However, we've also seen it attributed to mining and firefighting, so who knows.

in texas

\$190 million.

Authorities immediately became suspicious when they saw footprints in the ore. Apparently, machines are used to load iron ore, so there is no reason that the ore should have footprints in it — unless you're trying to hide 5 tons of illegal drugs, that is.

continued middle of next sightings page

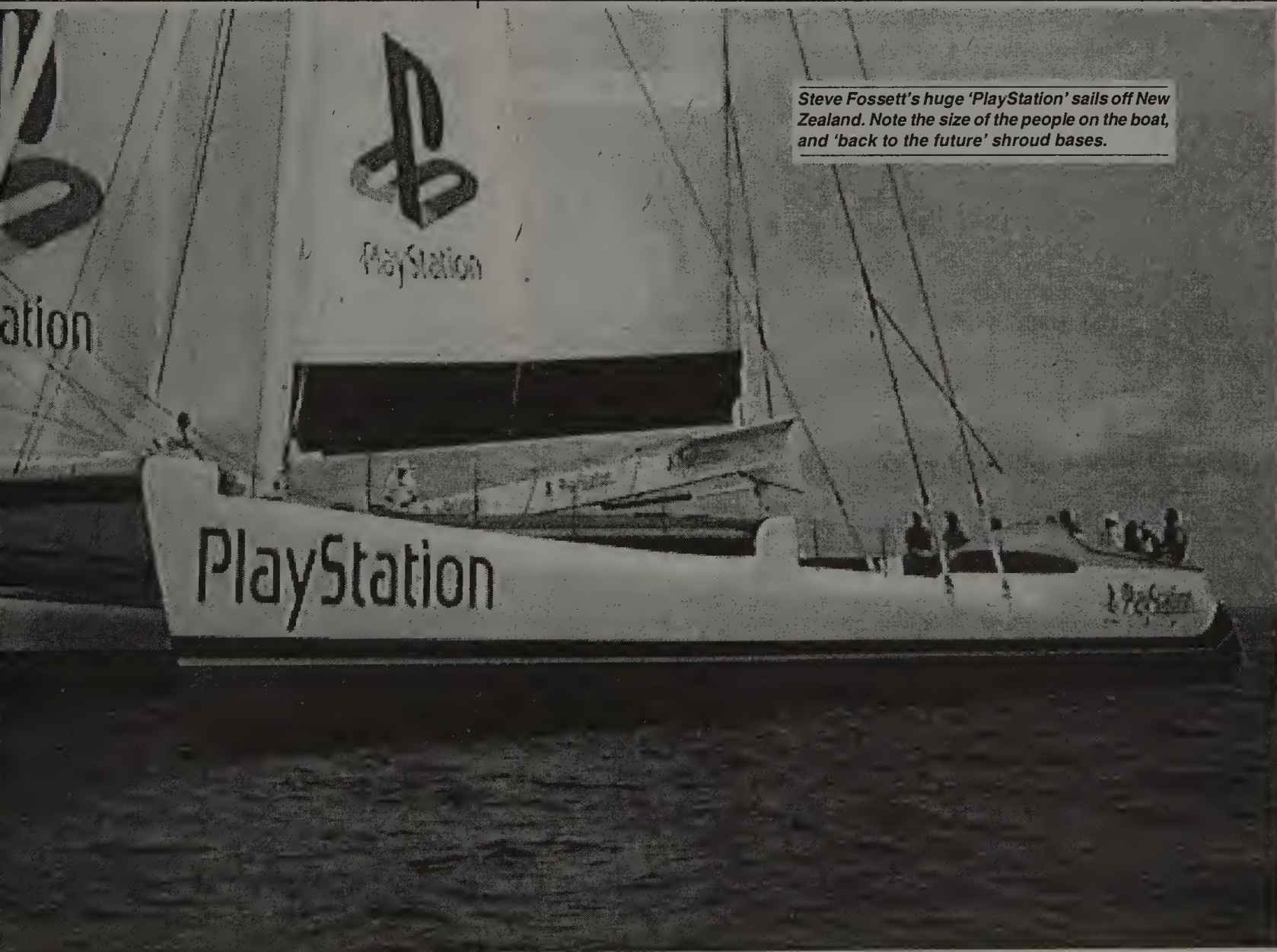
radio — cont'd

Alabama-based complex that bills itself as "the world's largest radio station" — is poised to take up exactly where High Seas Radio leaves off. You will be able to make the same phone patches as you did through KMI for the same price, \$5 a minute. It's true that WLO is going to be a little harder to get ahold of at first. Their main coverage area right now is the Gulf of Mexico/Caribbean and Atlantic. But with the installation of repeaters at key locations around the country — including one in Seattle — they soon hope to offer a seamless transition for off-shore users, with equal or better coverage and more services than AT&T High Seas had to offer.

And of course the real beauties of SSB will not change: you'll still be able to make both long and short-distance voice communication for free. There is no per-minute charge to talk to another boat, no phone numbers for you (or someone trying to get you) to remember. There are countless special SSB 'nets' in the cruising areas of the world where you can get anything from advanced weather reports to recipes for grouper stew. And when you talk on SSB, everyone with a radio set can hear your conversation. While the pits for intimate conversation, this 'party line' aspect is a huge boost to safety and security among the cruising community. At its best and brightest, it has contributed to the saving of many lives.

And SSB is becoming even more versatile. For a small fee, you can

continued on outside column of next sightings page



radio — cont'd

now sign up with innovative organizations like SailMail (www.sailmail.com), which allows you to send email via SSB.

The drawbacks, if you want to call them that: a relatively labor intensive installation aboard the boat (radios start around \$2,000; professional installation can be \$1,500), and the fact that you must attain a certain degree of skill (or luck) to get consistently good results.

By comparison, here's a quick breakdown of the other current technologies

MSAT — regional coverage, Central and North America (including Hawaii) to top of South America and 200 miles offshore. \$2,500 and up for equipment, \$1.50/min, 5-20 lb. antenna.

Inmarsat — coverage, between 70°N and 70°S

Inmarsat C: \$3,500, text/data only (no voice), 5 lbs.

Inmarsat M: \$15,000, \$5/min, 40-50 lbs.

Inmarsat Mini-M: \$5,000, \$3/min, 10-20 lbs. (holes in coverage) (Inmarsat A and B systems are heavy, expensive systems intended for shipboard use.)

Iridium — worldwide coverage. \$3,000 for equipment, \$2 to \$7/minute (depending on location); no data or fax transmission.

One glitch in the WLO system is that their repeater in Seattle is not yet ready to go. They have asked AT&T for help in getting on line, but have so far received a lukewarm response. That's where you guys come in. If AT&T receives enough response, maybe they will see that it is in their longterm interest to make their customers feel like they care. To give your opinions added kick, send them to AT&T c/o the FCC. The FCC is mandated to forward the letters and AT&T is required to respond to them. Address letters to the Federal Communications Commission, Office of the Secretary, Attn: International Bureau, 1919 M Street, NW, Washington, DC 20554. In the correspondence, you must reference case ITC-MS-19981229-00905 (AT&T CORP.). You can also send a copy to the Chief of the Policy and Facilities Branch. Address that one to FCC, Attn: Troy Tanner, 2000 M St., NW, Ste. 849, Washington, DC 20554.

remembering johnny coconut

John Caldwell died in early November on Palm Island in the Grenadines, of an apparent heart attack. He was 80. Caldwell, the author of the classic sea adventure, *Desperate Voyage*, enjoyed a fame that reached beyond the boating world and helped to sustain his hotel on Palm Island when others in the region sometimes failed. Readers of the narrative came from all over the world and from all walks of life to meet the man and stay at his tropical resort.

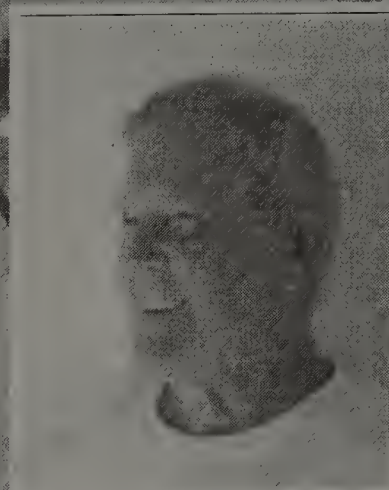
Little in Caldwell's life came easy. Born in Fort Worth, Texas, in 1919, he suffered from tuberculosis until he was 14. His father was an alcoholic and itinerant bank-debt collector who left the family when John was 15; his mother, who was part Cherokee, was a nurse. They moved to Los Angeles when John was 10, and he worked at odd jobs to help support his mother and five younger siblings.

Despite a lack of formal education beyond eighth grade, he enrolled in what is now the University of California at Santa Barbara. He had completed two years when the Second World War broke out.

In the war he served in the American merchant marine. While in Australia in 1944, he met Mary, who quickly became his wife. It was the desire to get back to Mary following the war which led to the adventure that made him famous.

Having no other way to get from California to Australia, he took a steamer to Panama and, finding no next steamer westbound, he bought the 29-foot wooden sloop *Pagan*. Not knowing how to sail didn't stop him. As the book recounts, he set sail anyway, with two cats and a textbook on navigation, and soon found himself in a hurricane. The hurricane devastated the boat, all but sinking it. After 49 days adrift

continued on outside column of next sightings page



Above, Johnny Coconut. Spread, the Palm Island Resort.

LATITUDE/ANDY

busted

At this writing, it's unclear where the Panamanian-flagged ship loaded the coke. The *Cannes'* last two ports of call were in Brazil, where the ore was loaded, and Trinidad.

The amount of cocaine seized in the operation is equivalent to about 8% of the cocaine that is seized annually in the U.S. The *Cannes* made the list of top-10 large-

johnny coconut — cont'd

without food, he was washed up on Tuvutha in the Fiji islands. Nourished back to health by the islanders, he reached Australia on commercial transportation several months later.

Back in California he wrote *Desperate Voyage* (Little Brown, 1948) and finished college, graduating with a degree in sociology in 1949. The book has been criticized for being outlandish — "John, you didn't really eat shoe leather fried in engine oil. . . did you?" — but its appeal lies in its strong narrative voice and its Odyssean story line. It has been continuously in print since, one of the few maritime titles to achieve that status, and has been translated into many languages.

In 1954, he and Mary and two sons set forth in a 36-foot double-ended ketch designed by John Hanna, to sail to Australia. This voyage is recounted in *Family at Sea*, his second and only other book. (Little Brown, 1956). It was an easy, idyllic voyage, singular only for the astonishing fact that their second son, 8-month-old Stevie, was retarded and had an immune deficiency. They had been planning the voyage for years and wondered whether to go or stay. Actor and author Sterling Hayden recommended a physician who advised them to take the child offshore, where he could breathe clean air and live free of the threat of contamination.

In their voyage through the remote islands and atolls they seldom took the boy ashore, fearing infection. But on reaching Australia, they had to and he soon died. He was three and a half years old. The voyage was an unprecedented act of love. In Australia they had another son, and built a new boat, the 46-foot ketch *Outward Bound*. In 1958, they set sail with the intention of sailing around the world, writing articles as they went. But when they reached Antigua in 1960, they were low on money and the charter world of Commander Desmond Nicholson offered employment. Chartering up and down the Eastern Caribbean, John would carry sprouting coconuts aboard and often go ashore and plant them, which earned him the nickname 'Johnny Coconut.' It was while doing this that he first went ashore on Prune Island, just east of Union Island in the middle Grenadines, then little more than a swamp. But one day in 1966 he began discussions with the St. Vincent and the Grenadines government that led to him leasing the island for 99 years. He had had a kind of vision, and that was a hotel.

At that time the government was leasing barren islands to enterprising foreigners who applied with hotel designs and promises of employment: Mustique, Petit St. Vincent and Young Island, along with plantations such as Spring on Bequia, were all developed in this way. After arranging the lease with Chief Minister E. T. Joshua, Caldwell drained the swamp and began building. He didn't know anything more about building or running hotels than he once had about sailing.

These were the days when a man with a will and a vision could do anything. The hotel, with ten rooms and under the more appropriate name Palm Island Beach Club, opened in December, 1967. His sailing days were over. For the next 30 years, John and Mary and their children and later their grandchildren ran the hotel and its adjacent properties. His legend includes the ongoing rumor that the hotel was "just about" to be sold (Donald Trump was but one who visited and inquired) but somehow John always held on to it. "He is one of a kind," a hotel guest once remarked to me. "In a region of colorful expatriate characters, there is none more so than John Caldwell."

He leaves his wife Mary, his companion Agatha Roberts, sons John Jr. and Roger, and several grandchildren.

— richard dey

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Ed. Note: Richard Dey is the author of *In the Way of Adventure: The Story of John Caldwell and Palm Island, 1989, Offshore Press*. A special edition signed by both John Caldwell and the author is available from Richard Dey at rdbequia@aol.com. *Desperate Voyage*, which was reprinted in 1991 by Sheridan House, is also available in bookstores — a must read for all would-be voyagers.

— cont'd

est drug seizures ever, and is the largest seizure ever for the state of Texas. In praising authorities involved in the operation, Transportation Secretary Rodney Slater noted, "This amount of cocaine could put one dose of the drug in the hand of every schoolchild across America, from preschool to high school."

'99 crew list

I AM / WE ARE LOOKING FOR CREW TO RACE ON MY/OUR BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

BOAT TYPE / SIZE _____

I / WE PLAN TO RACE:

(check as many as apply)

- | | |
|---|--|
| 1) _____ San Francisco Bay | a) _____ Handicap |
| 2) _____ Monterey/Santa Cruz | b) _____ One Design |
| 3) _____ Ocean Series | c) _____ YRA Season |
| 4) _____ 1999 TransPac | d) _____ Specialty Events
and/or occasional YRA |
| 5) _____ Coastal Race(s) | |
| 6) _____ Mexico Race(s) | e) _____ Beer Cans |
| 7) _____ Baja Ha-Ha Cruiser's
Rally (Nov.) | f) _____ Anything & everything |
| 8) Other _____ | |

I / WE WANT CREW:

- 1) _____ Who will consistently put out 100% for the chance to get experience, and won't complain when wet, bruised or scared silly
- 2) _____ With at least one full season of racing experience
- 3) _____ With more than three years experience
- 4) _____ Willing to do occasional maintenance/repairs
- 5) _____ Willing to do occasional lunches/galley duty

I / WE RACE:

- 1) _____ Casually. Winning is nice, but let's keep it fun.
- 2) _____ Pretty seriously. Why else make the effort?
- 3) _____ Very seriously. I/we don't like to lose.

Mail completed form and \$1 to:
Racing Crew List, 15 Locust Ave., Mill Valley, CA 94941 by
FEBRUARY 15, 1999

the 1999

We were channel surfing the other night, idly wondering what possible new way we could come up with to introduce our biggest Crew List of the year. After a pausing for a particularly tasty commer-

HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

NAME(S): _____

AGE(S) _____ SEX: _____

PHONE OR OTHER CONTACT: _____

I AM / WE ARE:

- 1) _____ Single to take singles out
- 2) _____ Couple to take couples out
- 3) _____ Singles, couples or small groups okay,
but leave any kids home
- 4) _____ Kids okay as long as you can
control them

Mail completed form and \$1 to: Daysailing
Crew List, 15 Locust Ave., Mill Valley, CA 94941
by **MARCH 15, 1999**

cial involving pretty women and cold beer, it was back to the regular feature — a little girl holding her hands over a TV screen and slowly uttering those now famous lines, "They're heeccccerrrrre!"

And so they are here. The forms for those of you interested in getting out of the poltergeist-infested house and going sailing. Anyway you want to do it, be it racing, cruising, daysailing, boat-swapping or co-chartering, the forms on these pages can help make it happen.

Here's how it works. Find the form that most closely matches your wishes and desires. For example, if you've recently started sailing and want to get as much quality experience as you can in the shortest possible time, you'll do well to send in a "Want to Crew on a Racing Boat" form. With both Bay, ocean and even Hawaii races checked off as preferences.

If you're a boat owner taking off for far horizons but need crew to do it, send us a "Looking for Cruising Crew." You get the

crew list

picture.

Once we receive the Crew List forms (and the small advertising fees; don't forget those), we'll compile them into two Crew List articles. The first one, in March, will deal exclusively with those interested in racing, as boats will need to firm up crew by then for the upcoming season. In April, we'll run the Cruising, Co-Chartering, Daysailing and Boat-Swapping Crew Lists.

By 'running', we mean we'll publish each of the names sent to us, along with a contact number and a little bit about the desires and skills of each Crew List participant. Both the March and April lists will contain hundreds of names of people of both sexes, all ages and all experience levels. All you do to use the Crew Lists is look over the people in the category that most interests you and start making phone calls. You'll also be getting calls, of course. Many Crew Listees end up facing

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

I AM / WE ARE:

(check as many as apply)

- 1) _____ Single 4) _____ Would like to bring kids
2) _____ Couple 5) _____ Going sailing to escape kids
3) A group of _____ (state number) friends interested in sailing

Mail completed form and \$1 to: *Daysailing Crew List, 15 Locust Ave., Mill Valley, CA 94941*
by **MARCH 15, 1999.**

the pleasant dilemma of having to choose between a variety of offers. Also in April, we'll have a big Crew List Party where you can come and meet your new crew or skip-

continued middle of next sightings page

'99 crew list — cont'd

I / WE WANT TO CREW ON A RACING BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

I / WE WANT TO RACE:

(check as many as apply)

- 1) _____ San Francisco Bay 4) _____ 1999 TransPac
2) _____ Monterey/Santa Cruz 5) _____ Coastal Race(s)
3) _____ Ocean Races 6) _____ to Mexico (Nov)

I / WE PREFER:

- 1) _____ Boats under 30 feet 4) _____ Dinghies
2) _____ Boats over 30 feet 5) _____ Multihulls
3) _____ Specific class or design _____

MY/OUR EXPERIENCE IS:

(Check/underline where appropriate)

- 1) _____ None
2) _____ A Little: a) Little of no racing, little other sailing experience;
b) Little or no racing, one or more years of general sailing;
c) Little or no racing, lots of cruising and/or daysailing.
3) _____ Moderate: a) Less than one full season; b) Out of area racing experience, but I'm unfamiliar with local conditions.
4) _____ Mucho: a) One or two full local seasons; b) One or two long-distance ocean races; c) Years of Bay and ocean sailing.

Other pertinent experience _____

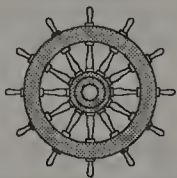
I/WE WILL:

(check as many as apply)

- 1) _____ Help with the bottom, do maintenance — anything!
2) _____ Play boat administrator, go-fer
3) _____ Go to the masthead to retrieve the halyard at sea
4) _____ Navigate, I've got lots of experience
5) _____ Do foredeck, I've got lots of experience
6) _____ Do grinding, I've got muscle
7) _____ Do lunches/provisioning

Mail completed form and \$5 to:
Racing Crew List, 15 Locust Ave., Mill Valley, CA 94941
FEBRUARY 15, 1999.

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- Storm Sails
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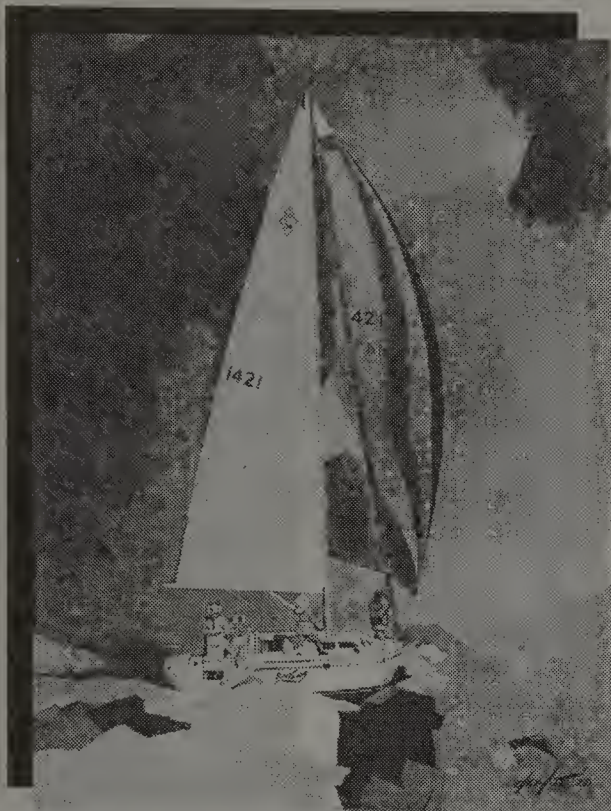
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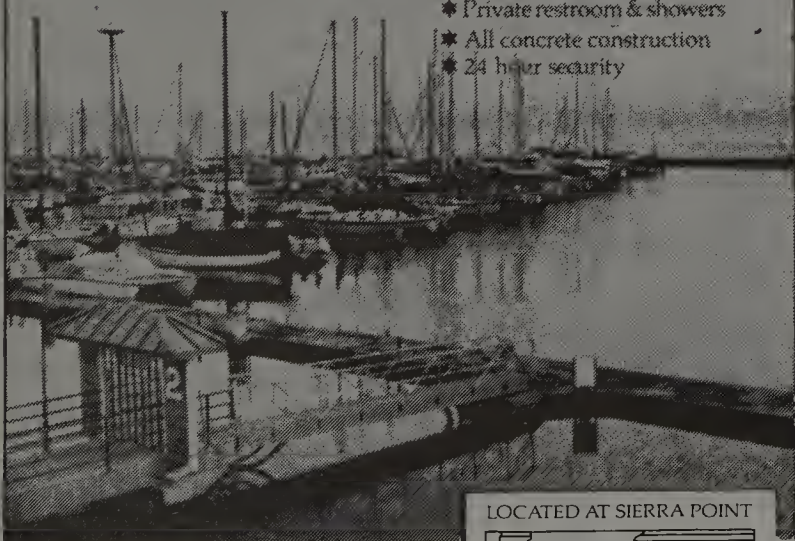
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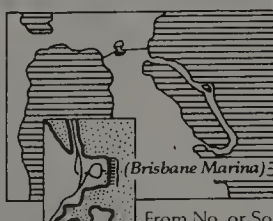
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'99 crew list — cont'd

I / WE WANT TO CREW ON A CRUISING BOAT

NAME(S): _____

AGE(S) _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

SAILING EXPERIENCE:

- 1) _____ None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
- 2) _____ Some. At least a) 5, b) 10, c) 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
- 3) _____ Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-ocean trip
- 4) _____ Lots. Several long ocean passages

I / WE WANT TO CRUISE:

(check as many as apply)

- | | |
|---|---------------------------------|
| 1) _____ SF Bay and/or Delta | 8) _____ Caribbean |
| 2) _____ Monterey Bay | 9) _____ Mediterranean |
| 3) _____ Southern California | 10) _____ Anywhere warm |
| 4) _____ Mexico this fall/winter | 11) Other destination(s): _____ |
| 5) _____ Hawaii and/or South Pacific | |
| 6) _____ Pacific Northwest or Alaska | |
| 7) _____ Anywhere really far away for a long time | |

I / WE CAN OFFER:

(check as many as apply)

- 1) _____ At least a month of shared expenses
- 2) _____ Mechanical skills: engine, electronics, refrigeration, etc.
- 3) _____ Elbow grease for bottom work, varnishing and upkeep
- 4) _____ Cooking and cleaning skills
- 5) _____ Language skills — I'm reasonably conversant in a) _____ Spanish; b) Other(s): _____
- 6) _____ Ornamental skills — I look good in a bikini/speedo
- 7) _____ Personality skills — I don't get pissed when awoken at 3 in the morning and can maintain a sense of humor in most situations
- 8) _____ Other skill(s): _____

Mail completed form and \$5 to:
Cruising Crew List, 15 Locust Ave., Mill Valley, CA 94941 by
MARCH 15, 1999.

'99 crew list

I AM / WE ARE LOOKING FOR CRUISING CREW

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

WHERE AND WHEN:

MY/OUR BOAT IS A: _____

I/WE PLAN TO SAIL TO: _____

ON OR ABOUT (DATE): _____

MY / OUR IDEAL CREW WILL:

(Check as many as apply)

- 1) _____ Be willing to share basic expenses such as food and fuel
- 2) _____ Be willing to bust butt preparing the boat
- 3) _____ Have more desire than experience
- 4) _____ Have lots of ocean experience
- 5) _____ Know more about offshore navigation than just pushing buttons on the GPS
- 6) _____ Have mechanical skills for the engine, refrigeration, etc.
- 7) _____ Have language skills: a) Spanish, b) Other: _____
- 8) _____ Other skills (woodworking, scuba, etc.): _____
- 9) _____ Be unattached and unopposed to the possibility of a friendship blossoming
- 10) _____ Look good in a bikini/speedo
- 11) _____ Understand and appreciate Jim Carey's humor.

Mail completed form and \$1 to: Cruising Crew List, 15 Locust Ave., Mill Valley, CA 94941 by
MARCH 15, 1999.

per, keep looking for a boat or crew if you haven't found one — or just hang out and enjoy the company of some like-minded people. Anyway you look at it, the Crew List experience is pretty much of a win-win deal.

But you can't 'win' if you don't play.

— cont'd

And you can't play unless you read and acknowledge the following: the *Latitude 38* Crew List Advertising Supplement is for informational purposes only. *Latitude 38* neither makes nor implies any guarantee, warranty or recommendation as to the character of individuals who participate in the Crew List, or the conditions of their boats and equipment. You must judge those things for yourself.

Now for some final tips and suggestions to get you going in the right direction:

- *Be honest* — This is probably the most important 'rule' of all. Don't artificially inflate your experience or skill levels. It's bad karma, for one, and — on a racing boat especially — it will come back to bite you. We don't mind sailing with BS'ers, as long as they're honest ones.

- Along the same vein, *little or no experience is not a disadvantage*. Well, unless you hope to share driving duties with Paul

I / WE WANT TO BOAT SWAP

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

WHERE AND WHEN:

My/Our boat is a _____

I/we would like to swap boats with the owner of a similar vessel in the (Pacific Northwest, Caribbean, SoCal, Mediterranean, etc.)

_____ area.

I/we would like to cruise this area for about

_____ weeks in the month of

_____, 1999.

Mail completed form and \$1 to: Boat-Swapping Crew List, 15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 1999.**

Cayard at the next America's Cup. But for the Crew List, inexperienced people actually have nearly the same chance of getting aboard boats as anyone else, and

continued middle of next sightings page

'99 crew list — cont'd

I / WE WANT TO CO-CHARTER

NAME: _____

AGE(S): _____ SEX: _____ PHONE (_____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

WHERE AND WHEN:

I/we want to co-charter for _____ weeks in the (spring,

summer, fall, winter) _____ of 1999.

SAILING EXPERIENCE:

(Check one from each column)

- | | |
|--|---|
| 1) _____ Little or none | a) _____ I'd like co-charterer to skipper and give me direction |
| 2) _____ Moderate. I sail regularly and have chartered before | b) _____ Prefer co-charterer of at least equal proficiency |
| 3) _____ Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) _____ Would be willing to co-charter with less experienced party |

I/WE PREFER TO CO-CHARTER:

(check as many as apply)

- 1) _____ Bareboats (we sail)
- 2) _____ Crewed (professional skipper and/or crew)
- 3) _____ With other couples
- 4) _____ With other singles
- 5) _____ With my/our well-behaved kids, age(s) _____
- 6) _____ A smaller (30 to 40 ft) boat with one or two other people
- 7) _____ A medium (40 to 50 ft) boat with four to six other people
- 8) _____ A large (60 ft or more) boat, the more co-charterers the merrier

I/WE WANT TO CHARTER IN:

- | | |
|------------------------------|----------------------------|
| 1) _____ San Francisco Bay | 6) _____ Pacific Northwest |
| 2) _____ Monterey/Santa Cruz | 7) _____ Caribbean |
| 3) _____ Southern California | 8) _____ Mediterranean |
| 4) _____ Mexico | 9) Other: _____ |
| 5) _____ Hawaii | |

Mail completed form and \$1 to Co-Charterer Crew List, 15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 1999**

SIGHTINGS

bullsurfer

It's a bird, it's a plane, it's... an unholy union of hideous countenance! A freak of nature! A travesty of all that is good and decent!
But it sails pretty good.



Best of both worlds? 'Lady of Shalott' revels in Richardson Bay.

The cheap thrill you see here belongs to Sausalito's Ethan Hay, a former windsurfing instructor and current 'real' boat sailor. Back in 1993 or '94, he found this El Toro near Yellow Bluff, on its way to sea with no one aboard. There were no identification marks, so he put up a notice at the local West Marine, but no one ever called. For the price of a new set of oars, he had a handy little tender to his Islander Bahama.

In '95, the boat gained enduring fame, joining such elite company as the state tallship *Californian* and the legendary *Stormvogel* by appearing in a mega-budget Hollywood movie. Well, actually it was more like a small thespian troupe who put together a show based on Tennyson's *Lady of Shalott*, on the shores of Lake Tahoe. The Toro played the boat that floated the beautiful-but-cursed heroine to Camelot, where she arrives dead. (Didn't Tennyson ever write anything with a happy ending?)

Anyway, *Lady of Shalott* — that's what Ethan named the boat — didn't become a sailboat until 1997. Hay was looking into building a mast and buying a sail for the little beater El Toro when he realized he had all these windsurfer rigs that he wasn't using any more.

The first one he tried, a standard 6.4 square-meter sail, blew the mast step out of the boat — at the dock. Okay, reinforce and modify the mast step with a little fiberglass, improvise a better sheet, and try a smaller sail.

The ideal combination turned out to be the 5.0 storm sail. Hay reports that the boat sails well and points like a dream. In next to no air, its responsiveness reminds him more of a Laser. He hasn't sailed it in 'heavy' air yet — like anything approaching 15 knots. And frankly, he doesn't plan to.

Last summer Ethan put the boat in at Kappas Marina and sailed by a guy who took one look and said, "That's not legal!"

"I thought he meant launching off the pier," says Ethan. "But when I went over and talked to him later, I realized he was one of the serious El Toro guys who sail out of there. There are four or five Toros at the marina that are just immaculate."

Ethan's 'unholy union' of a boat still gets the occasional stony glare from a Toro purist, but he just waves and smiles as he scoots by. Like its namesake in the Tennyson poem, Hay's little boat leads a life apart from others of her kind. Unlike the doomed heroine, this *Lady of Shalott* has definitely come to life.

coast watch

The following are some of the more significant cases to which Coast Guard Group San Francisco responded between December 20, 1998 and January 19, 1999.

December 27 — At 1:25 p.m., we received report of a 121.5 MHz

continued on outside column of next sightings page

crew list

in some cases, maybe a better chance. That's because novice hands are happy to do things the way the skipper likes them done, rather than arguing with an owner about the 'best' way to do something as a more experienced hand might do.

- *Be realistic about the commitment* — Sailing takes time. Even a simple daysail can end well after dark by the time the boat gets put away — the 'time flies when you're having fun' principle in action.

Cruising and chartering are obviously 24-hour-a-day pursuits, but perhaps the most time-intensive type of sailing out there is racing. Tons of behind-the-scenes work goes on in any successful racing campaign, and most of it ain't out on the race course. It's done at the dock, on the trailer or in the yard. As part of the crew, you will likely be expected to put in your share of layday work. This is not to mention the racing itself, which goes on for some fleets nearly every summer weekend (every other weekend is the norm for others). Whatever the schedule of your boat's fleet, you as crew will be expected to show up on time and in working order for each race unless you call ahead *well* in advance to let your mates know about your change in plans.

- In a related tenet, even if you discover halfway through the season that racing's not really your bag of tea, our suggestion is to put on your biggest smile and tough it out to the end of the season. The sailing community is small, and once you establish yourself as dependable player, other opportunities will develop.

- *Be realistic about deadlines* — To put March's Crew List together, we must receive forms from racers no later than **February 15**. Everyone else has until **March**

cass' lease

Lois Keating-Fisher, owner of Cass' Marina, breathed a sigh of relief Tuesday night, January 12, as the Sausalito City Council ended four years of negotiations by renewing her waterfront lease. Located at the foot of Napa Street along Bridgeway, the sailing school/boat rental facility and its surrounding area have drawn a lot of attention in recent years from developers as well as local historians.

"I really felt like Salvador Dali's painting of the watch sliding down the staircase," said Keating-Fisher, known to just about everyone on the waterfront as just plain Lois. "This is my birthday present for March," she added. Lois, who was

— cont'd

15. These dates are not arbitrary. If we don't have the forms in our worked-to-the-bone little hands by then, your name won't go in. Also note that your name won't go in if the advertising fee isn't included with the form. You'll note that prices vary from \$1 for boat owners, to \$5 for everybody else. Favoritism? You bet. We're letting owners off easier because we know from personal experience that they're spending enough on the boat already.

- *Women Crew Listettes* — Women taking part in the Crew List are encouraged to use first names only, and to use something other than a home phone number as a primary contact. We make this suggestion because if you are a woman, you will get calls, and not all of them might be directed toward sailing, if you know what we mean. Effective 'screening' includes the use of email, answering services or fax contact numbers.

- *One person per form, please* — unless you are offering your skills or services as a team or couple only, and don't wish to be considered individually. It's probably going to hurt your chances of scoring a ride somewhat, but we know how great it can be to share an adventure like cruising to some far off land together with your significant other.

If you need more forms for friends or in case your significant other dumps you, just make copies of these.

That's about it, except to say that if the Crew List works out for you in a big way, a small way — or not at all — we'd like to hear about it. By analysing the situations that come together smoothly and the ones that don't, we hope to keep improving the Crew List for others down the line.

renewed

having hip replacement surgery the end of January, remained seated as dozens of supporters crowded to congratulate her after the council's 4-1 decision.

The City Council invited the public to an open forum discussion regarding the Cass' Marina lease at the council meeting, resulting in a standing-room only crowd. The original lease expired in 1995, and since then the marina had been existing on a month-by-month arrangement while the language was worked up for the new lease.

In all, some 20 people were allowed time to address the council. The public

coast watch — cont'd

emergency beacon approximately 16 nm WNW of Point Bonita. Group San Francisco issued an urgent marine information broadcast (UMIB). During the next pass the satellite did not pick up a signal in the area. On the 2:47 p.m. pass, the satellite again detected the signal, producing a "composite" solution about 17 nm SW of the previously estimated position. We received another composite solution at 3:06 p.m., about 6 nm SW of the first composite and 2.5 nm NW of Half Moon Bay Airport. Air Station San Francisco launched a helicopter which tracked the signal to Half Moon Bay Airport. Shortly after landing at the airport, the helicopter lost the signal. We then registered three consecutive missed satellite passes, and suspended active search pending further development.

In this case, we were reasonably certain that the emergency beacon belonged to a private aircraft which had flown south along the coast to Half Moon Bay. The pilot, noticing Coast Guard activity around the airport, likely concluded that his or her aircraft's emergency locator transponder (ELT) had activated, and switched it off. This case also shows the difference in our response to 121.5 ELT satellite "hits" versus those from a 406 MHz emergency position indicating radio beacon (EPIRB). Because of the older technology used in ELTs (carried in nearly all aircraft, but made obsolete for marine use with the advent of EPIRBs), we will note a first satellite hit which may have an error of 20 miles, but will not launch a rescue resource unless we have other indications of distress. A second 121.5 hit will give us a composite solution, typically to within a 5-mile accuracy, and we will then commence a search for a possible party in distress. An EPIRB signal, with the improved technology of the newer system, gives us a composite solution on the first hit (along with the identity of the vessel, if the owner registers the EPIRB) and we will immediately launch a search. If, in this case, a vessel carrying an EPIRB was involved, we would have launched a search an hour and twenty minutes earlier.

December 27 — At 9:40 p.m., Coast Guard Group San Francisco received a call from concerned family members reporting a husband and wife overdue from a fishing trip in the South San Francisco Bay on their 17-ft pleasure boat. A 15-hour search was conducted by a 41-ft utility boat (UTB) from Coast Guard Station San Francisco. The search, hampered by dense fog in the area which prevented a helicopter launch, required the UTB's crew to rely upon radar and their own hearing as the only means of locating the vessel. The UTB found the vessel late the next morning, about 150 yards from the entrance to San Leandro Marina, the place from which it had departed the day before. The two people aboard the boat were in good condition and in no distress. They became disoriented in the fog the previous day and had anchored for the night. The UTB safely escorted them to the marina.

The vessel had no means of communication on board. Had they equipped themselves with a radio or cellular phone to contact the Coast Guard or their family, the extensive search could have been avoided and assistance provided much sooner.

To the overdue couple's credit, as soon as they decided they were lost, they set their anchor and waited for rescue, instead of remaining underway in heavy fog and possibly worsening their predicament. But, let us again remind you: always take a means of communication when you get underway! A cellular phone with a fully charged battery, while not the preferred device, is relatively inexpensive. In many areas, cellular phones can be picked up from 25 miles or more offshore, as well as from nearly all inland waterways. We still prefer that you carry a marine band VHF-FM radio — our land, sea and air communications network is optimized for FM. Coast Guard aircraft are not phone-equipped, and we don't have the ability to home in on phone signals. However, many of our Coast Guard Auxiliary land mobile units, as well as all our vessels and aircraft can DF (home in on) an FM radio's signal, which greatly helps us to take the "search" out of "search and rescue".



KKMI K

HAULOUTS TO 200 TONS - DRY DOCK - REPAIRS - YACHT SALES - DO-IT-YOURSELF C

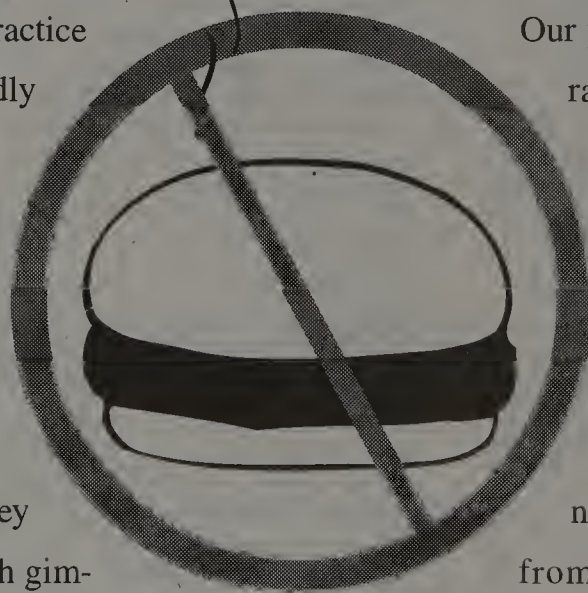
"There's no such thing as free lunch!"

When Paul Kaplan was growing up he'd hear his father say the above any time Paul came home with news that he'd received something for "free". Paul's father wasn't being cynical but just trying to teach his son a lesson in business. Because, the fact is, if any company makes it their practice of giving things away, they'd rapidly find themselves out of business!

From an early age Paul came to understand this principal both as a boat owner and just as importantly as a business owner. That's why KKMI doesn't offer a "free" lunch with every haulout. They don't try and entice customers with gimmicks, but rather focus on delivering their customers the best value possible. A perfect example of KKMI's commitment is their decision to break from the industry standard of charging retail prices for materials such as bottom paint. Rather, they've made the bold decision to match the prices offered by the discount catalog stores. When asked about the discount Paul said, "My wife and I have owned numerous boats

and paid many yard bills, more than I care to remember! It always bothered us when the yard would charge us the retail price for materials when I knew we could have purchased it for less at West Marine. We've addressed this issue by now matching those prices.

Our yard not only has the lowest labor rates but with this special discount, there will be no question, our customers can be sure they're getting a great deal."



There's even more great news, for those who've had ingestion from one too many "free" lunches.

There's now a way to see what the real savings will be when you paint your bottom at KKMI. They now offer a 'Bottom Paint Estimator' at their web site, and you can see the savings. All you need to do is go to www.kkmi.com, answer a few questions about your boat and *voila*, your savings will be in black and white. No Pepto needed afterward!

RONICLE

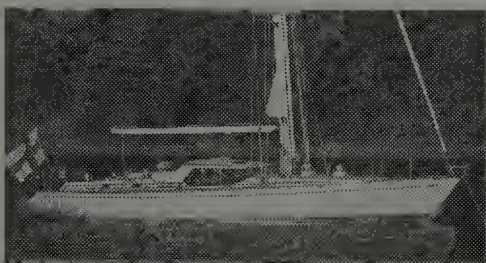
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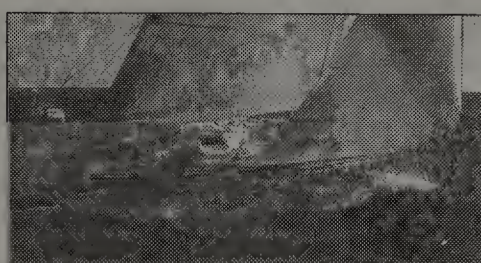
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Viking 45 Sport Cruiser
Three staterooms with fantastic performance. Barely used. Save a bunch!



65' Tollycraft Tai Suites
Fantastic inventory and light use make this an exceptional value at \$1,149,000.

HERB CRANE



Windesday's Winches

SCOOP DU JOUR: For those of you who keep tabs on what's happening in the marine industry . . . have I got the inside story. As you may know . . . last summer KKMI purchased the marine store, Anchorage Richmond, and through the terrific efforts of Ralf, Bob and Grant they've now outgrown their present space. They're going to remain at KKMI but they are going to move into one of the really big buildings on the property. This will offer not only more products to the yard customers, but for all those yachtsmen in the northern part of the Bay they will now have a much larger marine store near by. The GREAT NEWS is they will be selling all of their products at the same prices offered by the discount catalog stores. No longer will you need to fight the traffic to Sausalito or Oakland just so that you can buy marine supplies at reasonable prices. For those in Berkeley all the way to San Rafael, if you go to KKMI's new larger marine store, you will not only save money but something even more valuable . . . your time! The crew there is working to have the store fully stocked and operational by April 1 . . . I'll keep you posted on their progress and other exciting news. What . . . you want to know more? I can't tell you everything . . . at least not here!

★ ★ ★

SLOOP DU JOUR: It was sort of eerie . . . but it seemed like just the other day, *Sayonora* was sitting in her cradle at KKMI . . . and then the next moment she's completing the tragic Sidney/Hobart Race. This immediately reminded me of how quickly life can change and how we should never take anything for granted . . . at sea . . . or otherwise. It also drove home the point that on a day-to-day basis, the work that is done at KKMI can save someone's life. You see . . . while *Sayonora* was in the yard one of the tasks was to replace some of the older lifeline stanchion bases. Obviously this is an important part of any boat, and they are generally taken for granted . . . that is, until your life depends on them! Every day of the week all sorts of boats complete safe passages due to the care taken by the craftsmen at KKMI. It's unfortunate that . . . for the most part . . . the only time the media pays attention to sailing is when something goes tragically wrong.

★ ★ ★

THREE DOT YACHT: The New Year has just begun and with it one of the largest yachts sales to occur on the West Coast has just taken place. Working with a long-standing client, Ken Keefe has just completed the contract signing for a brand new 147' motor yacht. With tank testing complete it is now to be built under Ken's supervision. This boat is expected to take 23 months to build. Talk about long gestation periods!

coast watch — cont'd

January 3 — Station Monterey received a report of a nude swimmer in distress at Red, White and Blue Beach near Santa Cruz. Santa Cruz County fire/ambulance, State Parks, and Coast Guard units responded. A Station Monterey 47 ft motor lifeboat (MLB) and an H-65 helicopter from Air Station San Francisco conducted searches of the shoreline. An hour and a half after the initial report, fire department personnel reported that the person had made it back to the beach safely on his own.

While this case once again highlighted highly effective ways in which we work with local emergency service personnel, we'd like to emphasize that we will respond appropriately to any report of maritime distress, regardless of the state of dress of the distressed party!

January 9 — At 10 a.m. Marin County Marine Rescue 1 found an overturned skiff in Richardson Bay. Station Golden Gate dispatched an MLB and Air Station San Francisco launched a helicopter. Both units conducted numerous searches with negative results. We ran the skiff's registration number, and through that were able to contact the owner's girlfriend. She directed us to the parking lot where we found the owner's truck, and told us that the owner may have either gone to his workplace (by other means) or to a friend's boat anchored in Richardson Bay. The MLB located the skiff's owner and another passenger on the friend's boat. Their skiff had capsized at 9 a.m. and they were in the water for approximately 15 minutes before being able to climb into the friend's boat. The men were capable of contacting the authorities but chose not to because one of them had an outstanding arrest warrant. He was taken into custody by the Marin County Sheriff's Department.

The Coast Guard takes seriously all reports of unattended boats found adrift, assuming that someone has been lost over the side. In many cases, we can determine from the boat's condition, equipment aboard (or lacking), and extent of marine growth on the boat, that the boat is derelict, and will suspend the search. In this case, we found oars, PFDs, and other items floating nearby, and we pressed on with an active search.

January 13 — We received a phone call at 5:15 p.m. from a woman reporting her husband and son overdue on a trip from Pittsburgh to San Leandro Marina in their 28-ft Bayliner. They departed around noon and were scheduled to arrive in San Leandro at 3:30 p.m. Stations Carquinez and San Francisco checked with local marinas along the route, with no sightings of the vessel reported. The fishing vessel *Julie Blue* heard the Coast Guard's UMIB concerning the overdue boat, and stated he had seen a vessel matching its description between Pinole Point and Pt. San Pablo. Both Stations then launched UTBs to investigate the F/V's report. The Station Carquinez UTB located the missing vessel at 8:30 p.m. and towed it to Vallejo Marina. The Bayliner had experienced a dead battery and had anchored in the vicinity of the salt flats NE of Pt. San Pablo. The *Julie Blue*'s response to our UMIB was a key factor in locating the missing vessel in a shorter time than may have been required otherwise.

January 15 — Shortly after midnight we received a 911 cellular phone call from the operator of a 32-ft herring boat, reporting his vessel aground in the Oakland Estuary near NAS Alameda. A Station San Francisco UTB responded and located the vessel on the rocks. The crew was transferred ashore. We contacted Alameda PD for shoreside assistance in keeping the crew off the vessel, since there appeared to be a danger of its capsizing. Suspecting that the operator was under the influence of alcohol, Alameda PD conducted field sobriety tests and a breathalyzer test on the operator. The man failed the field sobriety test and registered a blood alcohol content of .15 percent, almost three hours after the initial accident. He was taken into custody by Alameda PD. A commercial salvage company safely refloated the vessel later that morning.

January 16 — At 10:30 a.m. Station Monterey received a call from the charter vessel *Caroline*, underway off Point Sur, reporting a 33

continued on outside column of next sightings page

cass' lease

comments were overwhelmingly in favor of keeping the marina as it is and where it is. The common current running through most comments was the intrinsic value of an establishment like Cass' that has a legacy of public benefit and goodwill — a quality which goes beyond mere dollar value. "This is Sausalito," said Alma Burlingame, a Berkeley professor who brings people to sail at Cass'. "This is what we're here for."

The main opposition to renewal of the lease was voiced by Council member George Stratigos, who twice raised the issue of delaying the lease process until a formal appraisal of the property could be conducted, followed by open bidding on development of the area and public consideration of counter-offers. Both times he was shot down by the council, to the applause of citizens in attendance.

City Attorney Craig Labadie explained that the new lease will remain in effect for 20 years. The purpose of the lease is to provide for the rental of sailboats, instruction and public access to the water-

a whale

The recovery of the Gray Whales has been called the single greatest success story in the history of protecting endangered species. And Mexico, by designating the Grays' three main calving lagoons 'whale sanctuaries', played a major part in the comeback. Once hunted to near extinction, the gray whale population now numbers around 20,000.

The grays are thought to calve in the same Baja lagoons every year for two reasons: the waters there are warm, so newborn whales don't lose precious body heat; and so salty that they have no problems surfacing or nursing. After three months of the latter, they've built up enough blubber reserve for the arduous trip back to their feeding grounds in Alaska.

Of Baja's three lagoon nurseries, only one — Laguna San Ignacio — remains undisturbed by human encroachment. But not for long, if a joint Japanese/Mexican venture gets the go-ahead. That would be ESSA, a partnership between Mitsubishi and the Mexican Ministry of Trade to build the world's largest salt factory right next to Laguna San Ignacio. This facility would feature 116 square miles of drying ponds cut out of the nearby terrain, and giant pumps that would remove 6,000 gallons of water per second from the lagoon.

In their first "environmental impact assessment," the partnership devoted

— cont'd

front. In exchange the tenants will be responsible for storm damage, routine repairs and channel dredging. Fifty percent of area improvements such as paving the parking lot, which is badly needed, is incumbent upon the marina.

Lois read a prepared statement thanking everyone for their support of 37 years of "down-to-earth" business operations at Cass'. "Thank you for this opportunity to bring to your attention the hundreds of letters, faxes and telephone calls, mostly directed to our mayor, Amy Belser, who in her busy life acknowledged most of them," she read. "I want to thank everyone who has supported Cass' Marina . . . and for all the guidance and help in storms and fair weather. It is because of this loyalty and support that we are here tonight."

After the meeting, Lois and about 20 supporters retired to the Sausalito Cruising Club for toasts of champagne and slabs of fresh, homemade spice cake. "Here's to another 20 years!" she said.

— ethan hay

of a problem

miniscule coverage to the whales. But there's not much they could say with any authority, since they didn't actually commission any research on the subject.

So the Mexican Ministry of Fisheries, to their great credit, rejected the document. Another is being formulated.

The bottom line is that a salt plant on Laguna San Ignacio could ruin the fragile ecosystem there, and with it the whales and other sea life. (Waste spills from other salt plants at other lagoons have killed scores of turtles and fish.)

The Natural Resources Defense Council — the influential group who brought you the phaseout of lead in gasoline and the international treaty to protect the ozone layer, among other things — has spearheaded an American effort to stop the ESSA project. And they're asking for your support. If you have strong feelings about this issue, check out the gray whale section of NRDC's website (www.nrdc.org) and sign the email petition to Mitsubishi. You can also find out how to contact Mexico's Secretary of Commerce and other ways to support NRDC's work on this important front.

If you have to do all this by 'snail mail', the National Resources Defense Council is at 40 West 20th Street, New York, NY 10011.

coast watch — cont'd

year old female passenger in diabetic shock. A 41-ft UTB from the station escorted *Caroline* to Carmel Bay. The woman was then transferred to the UTB which delivered her to an ambulance waiting at Stillwater Cove. She was treated at a local hospital and released.

— At 3:25 p.m. the same day, we received a call on Channel 16 from the sailboat *September Song* reporting they had recovered two surfers caught in the strong ebb current near the south tower of the Golden Gate Bridge. The recovered surfers reported that their friend had also been surfing in the same area and was not in sight. A Station Golden Gate 44-ft MLB and a helicopter from Air Station San Francisco commenced a search for the missing surfer. At 4:15 PM, the missing surfer contacted the Coast Guard by telephone and reported he had returned safely and had been in no distress. Upon being dropped off by *September Song*, the two recovered surfers found their friend waiting at their car.

— captain larry hall, uscg

short sightings

OFF NORWAY — If you give them enough time, even herring can learn new tricks. According to a December article in the Oslo newspaper *Dagbladet*, a local trawler netted a huge school of herring. When the crew started hauling in the nets, the school swam *en masse* for the bottom, capsizing the boat despite panicked attempts to cut the net free! The six crew were rescued.

BASS STRAIT — You'll be reading a lot about the Bass Strait in this issue. That's the gnarly patch of water between Southern Australia and Tasmania where the Sydney-Hobart fleet got pounded in late December. (Our coverage begins on the next page.) Earlier in December, the Bass Strait was also in the news when a maniac named Nick Maloney set out from Flinders, Australia, to *boardsail* the 150 miles to Tasmania. The 30-year-old Aussie survived the ordeal, arriving 22 exhausting hours later to become the first person to successfully sail a board across the notorious patch of ocean. Although he claims to have trained hard for the trip, he arrived "not feeling very flash." At last report, he was seeking medical treatment for a severely swollen hip and three fingers that had lost all sensation.

LOS ANGELES — The Pier 400 Project, as it's called, is reported to be the largest dredging and landfill operation in the nation. When completed, it will have removed enough material from the main channels of L.A. Harbor to accommodate the world's largest ships, and will have added nearly 600 acres to the Port to help accommodate their cargos. But perhaps the most impressive aspect of the Pier 400 Project is that it is also aimed at benefiting wildlife. Under a plan co-sponsored by City Councilwoman Ruth Galanter and the environmental group Heal the Bay, some 200,000 to 600,000 cubic meters of rocky material will be relocated to an 80-acre area of flat bottom inside the harbor to provide an 'artificial reef' for local fish populations.

CANBERRA, AUSTRALIA — In increasingly common scenario, about 8 p.m. one night last month, Australian Search and Rescue headquarters in Canberra alerted local police that a marine EPIRB (Emergency Position Indicating Radar Beacon) had gone off along the Brisbane River. A search began immediately in the growing darkness for a vessel in distress. After six hours of searching by boat, on foot, by helicopter and even by an off-duty ambulance, the signal was finally found to be emanating — from a trash bin at a small boat launching facility. Apparently, the owner of the beacon thought it was no good and threw it out. Its landing in the bin jarred it to life.

"We've never had an EPIRB before," noted an Ipswich Police sergeant who had taken part in the search. "But we've certainly had boats sink in the river."

On December 27, 1998, the shit hit the fan off the Australian coast, turning the Sydney-Hobart Race into the second worst yachting disaster in modern times. Eighty-knot winds and 30+ foot seas ravaged the 115-boat fleet, leaving six sailors dead and six boats abandoned, three of which sank: *Winston Churchill*, *Sword of Orion* and *Mintintita*.

In a herculean effort, 55 sailors were plucked from the ocean to safety by the Australian Maritime Safety Authority. Thirty-nine government airplanes, six helicopters and three ships participated in the two-day battle against Mother Nature. Countless local yachtsmen and fishermen also helped out, and the tales of the rescuers' heroics abounded.

The 630-mile race rapidly degenerated into a survival contest, and the results were largely overshadowed by the tragedy. For the record, however, 43 boats — just 37% of the fleet — made it from Sydney to Hobart. Larry Ellison's Farr 80 *Sayonara* took line honors, as predicted, in the non-record time of 2 days, 19 hours

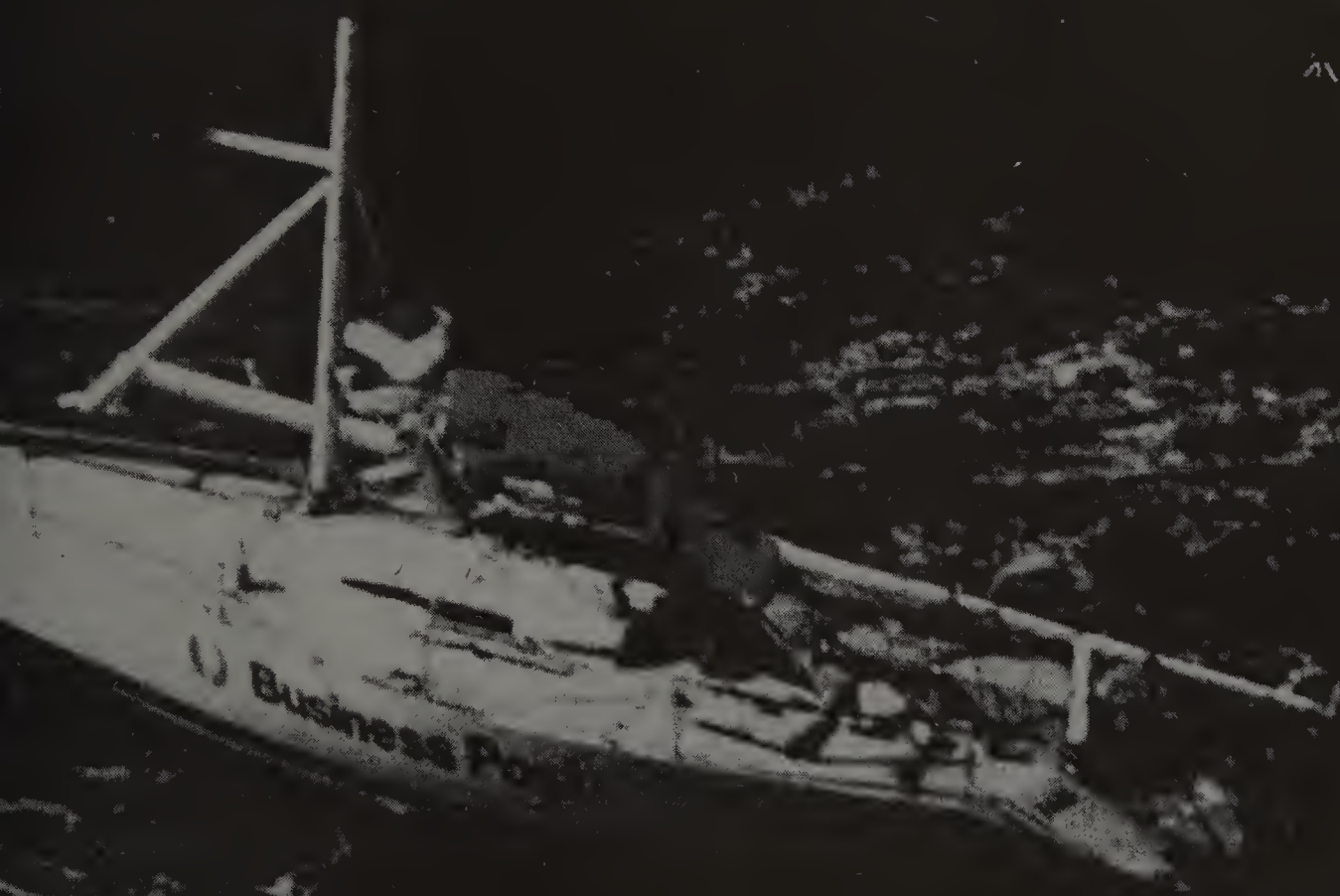
and 3 minutes. The Jutson 80 *Brindabella* was second home, followed by the Farr 47 *Ausmaid*. A tiny IMS boat, the Sydney-based Hicks 35 AFR *Midnight Rambler*, made it through the storm unscathed to win on corrected time.

It was a Pyrrhic victory, marking the saddest day in our sport since the Fastnet Race tragedy off Ireland in 1979, when 15 racers lost their lives under similar circumstances. Ironically, the owner of AFR *Midnight Rambler* — who bought the boat just a month before the race — attributes his victory to having read the book *Lessons Learned from the Fastnet Race*. "Unlike the others, we hit the worst when it was still daylight, so we could see the waves coming," commented Ed Psaltis, 38. "I then remembered reading that the only way to handle waves of that size was to take them on at a 60-70 degree angle rather than pulling away, risking getting swamped or rolled."

'Business Post Naiad' wallows helplessly amid her own wreckage as she waits to be towed in. Two crewmen, killed when she rolled, were still aboard. Photo by Jay Town/Newsipix.

"People out there were dying. This is not what the race is supposed to be about."

— HELL AND HIGH WATER



SYDNEY-HOBART '98

The parallels between the recent Sydney-Hobart Race and the '79 Fastnet are uncanny — in both cases, a huge mid-summer storm was correctly forecast, but the information wasn't relayed to the racers in a timely manner. Both races saw sea and wind conditions which were beyond the experience level of virtually all competitors, and yachts and lives were lost in each event. The death toll in each race might have been higher but for dozens of valiant rescue missions, many performed under life-threatening conditions. Never mind that billionaires — Ted Turner in '79, Larry Ellison in '98 — took home major trophies and grabbed headlines after each race.

One competitor who sailed in both ill-fated events — Syd Fischer, the battle-hardened owner of the Farr 50 *Ragamuffin* — claimed that the Fastnet storm was rougher, with waves up to 60 feet. Waves in the Sydney-Hobart were generally reported at about half that, but they were

short and steep, and more than able to toss today's lighter and dicier race boats around like "bathtub toys," as one newspaper article aptly put it.

The 54th Telstra Sydney-Hobart Race started well enough, under bright sunny skies at 1 p.m. on Boxing Day, December 26. In keeping with tradition, all 115 boats started the bluewater classic together. It was the biggest fleet to hit the line since 1994, when an all-time high of 317 boats competed in the epic 50th edition. Several thousand spectator boats added to the chaos, most of whom were jockeying to get a closer look at the stars of the show — maxis *Sayonara*, *Brindabella*, *Bobsled*, *Nokia* (ex-*The Card*) and the new *Wild Thing*.

"Given suitable conditions we could

MARK RUDIGER — "A SCARY DAY..."

Sausalito navigator Mark Rudiger is definitely sailing's 'man of the hour'. Just as his life was getting back to normal after winning last year's Whitbread Race, he was thrust into the international limelight again last month as the navigator of *Sayonara* in the Sydney-Hobart Race. Here are some of his observations and opinions about what happened.

How did this experience compare with the worst of the Whitbread Race?

That's the question I get asked the most. It was rougher than the Whitbread, but didn't last as long. Remember, the hard parts of the Whitbread are downwind, in big following swells and bitter cold. This was upwind into huge seas, but not nearly as cold. The only comparable part of the Whitbread was the leg around Cape Hatteras into Chesapeake Bay, which was also really rough and bumpy with the Gulf Stream against the wind.

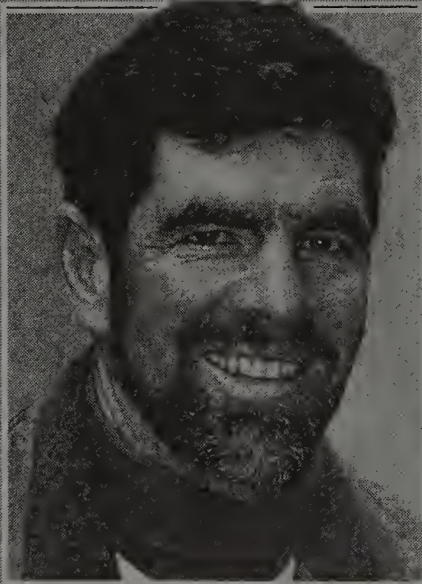
Some people seem to want to blame the race committee for what happened.

What's your take?

That's just not right. This was my first Sydney-Hobart, but even so I knew to expect a rough race. Classically, it's a run, then a beat, followed by a run. It's rare to get through the race without a 'Southerly Buster', their term for the localized 40-knot squalls that roll through the Bass Strait. Knowing this, the committee takes every precaution: the pre-race safety inspections are quite thorough, they make all 115 boats check in three times a day — a real chore! — and they gave a great weather and safety briefing on Christmas Eve, two days before the race. The weather looked 'normal' then — even our meteorologist Roger 'Clouds' Badham, who lives outside Sydney and is an expert on the weather there, didn't see this thing developing. He told us that it might be a little rougher than usual, but that we'd have a good shot at the record.

How windy was it really?

We used every sail on the boat, from



Mark Rudiger.



the storm sails to the drifter at the end. Through a lot of it, we had up a storm trysail and a #5. We saw 60 knots, with 35-foot waves — and we were out ahead of the fleet, so we didn't even get the worst of the storm. I can't imagine what it was like on a 40-footer. . . The thing that will get you though isn't the wind, it's the waves. We were in the Bass Strait during the height of the storm, where the seas are really confused — a total washing machine. We were out of rescue range, totally on our own. If there's any silver lining to this disaster, it's that the majority

— HELL AND HIGH WATER



AP/WORLDWIDE PHOTOS
Ian Mainsbridge

slice half a day off the course record," claimed *Sayonara* owner Larry Ellison, who previously took line honors in the '95 race when *Sayonara* was new. In 1996, *Sayonara's* arch-rival *Morning Glory* had set a new course record of 2 days, 14 hours and 7 minutes, and Ellison was pulling out all the stops this year to top that benchmark. Towards that end, he armed *Sayonara* with a transom scoop that extended her LOA to 80 feet, new sails specifically designed for the race, and one of the best crews money can buy — among them Chris Dickson, who cut his honeymoon short to go sailing, navigator Mark Rudiger, Tasmanian hero Graeme 'Frizzle' Freeman, and Kiwi rockstars Joey Allen and Robbie 'Battler' Naismith.

Sayonara, with Ellison driving, got a clean start — no easy feat in that kind of traffic — and led the fleet out of Sydney Harbor, thereby earning the first of their eventual seven trophies. *Sayonara's* 23-man crew were the first to hang a right

.... AT THE OFFICE"

imagery, the storm still didn't look like anything.

What was your first clue that this was going to be really bad?

We have this digital barograph on *Sayonara*, and it started to drop like a stone around 10 p.m., which was when it was getting dark. It went from 1008 to 980 in about four hours, a drop so abrupt it reminded me of Gun Barrel at Heavenly Valley. When it's in that steep decline, the hackles on the back of my neck really get up — and sure enough, it started to get windier and overcast. By midnight, it was gusting to 40 and we still had the kite up, which was getting hairy with the nose digging in. But we had *Brindabella* right on our hip, and they weren't giving up, so neither were we.

But then a really big blast hit, and we stuffed the bow under. The spinnaker kept going, tearing the pole out of the mast. So we had this 38-foot carbon pole flopping wildly around, half on the deck, half in the water. The clew of the kite was ripped out, and it was a real fire drill to get everything back on deck. I figured *Brindabella* had passed us during this time, but we saw them during one particularly big lightning bolt, flailing behind us on the horizon with their own problems. We reefed the main, got a blast reacher up, and then the wind got really puffy and shifty before swinging around

'Sayonara' shifting back up after the worst of the storm. In August, the boat will sail in the Fastnet Race, which had its own disaster 20 years ago.

of the fleet wasn't where we were when this thing hit. It's a good thing they were still near the coast, or the death toll would have been staggering.

How was the race going up until the storm hit?

Really well. We started in shorts and T-shirts on a beautiful sunny day. The start was a total zoo, but we got out of there unscathed, put up the kite and had some great sailing all that day. We were

in a southerly current, going 16-18 over the bottom, which in retrospect was what saved us. That 60 mile current boost got us ahead of the worst of the storm.

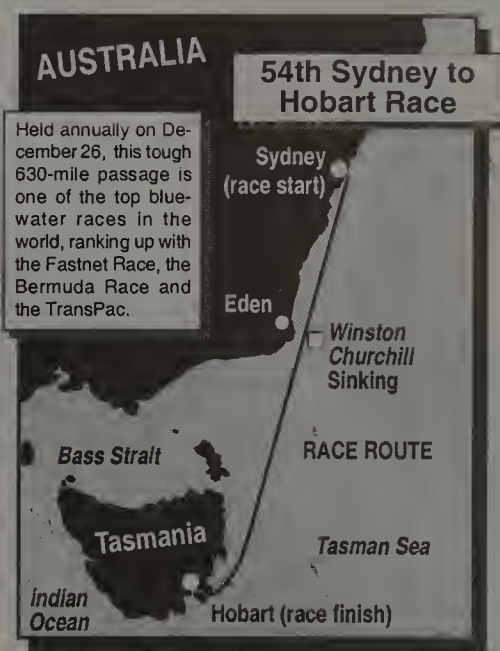
They give you the weather briefing at each roll call, and that night we heard that a big low was developing. The call was for gale warnings, maybe even storm warnings (45-55 knots) — enough to get our attention. I told the guys to rest up, try to eat something now, and to get the storm sails on the top of the pile. But I still couldn't see what the fuss was all about, even with our real-time satellite

SYDNEY-HOBART '98

turn and pop their chute, zooming south at up to 20 knots in glorious sailing conditions. The fleet spread out behind them, still oblivious to the impending maelstrom.

Veterans of the race knew that these nice downwind conditions don't persist, that the wind shifts predictably around and that several days of heavy beating lay in store before setting the kite again for the final approach to Hobart. Winds to 40 knots are frequent in the Sydney-Hobart, and the Bass Strait — the shallow body of water between mainland Australia and Tasmania — is notoriously rough, as the southerly currents collide against the prevailing westerly. Unlike Californians, who prefer downwind races to warm places, the macho Aussies actually enjoy the rugged bash to 'Tassie'. Probably because it is such a difficult crossing, the race has taken on a mythical, rite-of-passage quality — and the party at the Hobart docks is part of the legend, apparently every bit as boisterous as the race.

But no one was prepared for the in-



tensity of the storm that lay ahead. Initial reports claimed that the fleet was caught by surprise, but Australia's Bureau of Meteorology had in fact issued a warning on Christmas Day, 24 hours be-

fore the race. However, at the pre-race weather briefing held by host Cruising Yacht Club of Australia two days prior to the race (on Christmas Eve), all had still appeared 'normal'. The usual 'Southerly Buster' was expected 18 hours into the race, with winds in the 40-knot range — maybe a little tougher than usual, but not uncommon.

Years of Sydney-Hobart tradition backed by Racing Rule 4 ("A boat is solely responsible for deciding whether or not to start or to continue racing"), dictated that the pilgrimage would go on — which it did, despite the impending foul weather — precisely at 1 p.m. Whether or not the race committee made the right call in starting the race is a moot point, though it is naturally the topic *du jour* in yacht club bars around the world now.

Regardless, all 115 boats headed south. Anyone monitoring their radio an hour and 14 minutes into the race heard

MARK RUDIGER —

on the nose. That's about when it all started.

Still no maydays?

At the 0300 roll call, 25 boats had dropped out, heading for Eden. There were reports of a few dismastings, but no one was in real trouble yet. We'd ripped the main, so we were under storm trysail and small jib, doing okay in 40-45 knots. By early morning, however, we were entering the Bass Strait and it was blowing a steady 50, with gusts to 60. It was getting really rough, and guys were getting washed up against their harnesses. We started to throttle back then, luffing the jib and trying to steer around the waves, which was really tricky.

How did *Sayonara* hold up?

The boat actually came through pretty well, especially considering it's mainly a buoy racer which wasn't meant to take that kind of abuse. We broke all sorts of little things, though — kites, then the mainsail (earlier a batten pocket caught the backstay during a jibe, breaking the leech cord), both primary winches broke, the babystay rod under the foredeck broke, and we had some minor delamination to the bow from going airborne so many times. The crew was getting beat up, too — we had four guys out of the 23 down with injuries. One guy, Phil Keiley, who runs the Oracle office in Sydney

broke his ankle; another guy broke some ribs; one guy broke his thumb. Just about everyone felt seasick.

Was it really scary, or just another day at the office? And how was it navigating through all this?

I'd say it was a scary day at the office. Pretty miserable, too. The inside of the boat was soaking wet and hot, people were barfing in buckets, and the guy with broken ribs was moaning in his bunk every time we went off a wave. I'm always debating whether I'd be happier on deck sailing than sitting at the table down below. . . You could hear the waves rumbling at the boat even from down below, and when they hit, the whole boat would reverberate. The nav station on *Sayonara* is pretty far aft, so the motion is accentuated — everything shakes, your vision blurs. It's fatiguing just sitting there.

The worst part was that the nav station flooded out from water coming in through the linkage between the primary winches — at one point, I opened the chart table, and there was literally stuff floating around inside. We stuffed rags in all the leaks, but by then it had shorted out our SSB, which was how we got weatherfaxes and stayed in communication. We were 30 miles ahead of the other maxi, *Brindabella*, at that point, and about 100 miles in front of the fleet, so

we were out of handheld VHF range, too. For about a day, we were out of contact with everyone, though the SatCom-C unit that the race sponsor, Telstar, installed on board was automatically transmitting our position.

We still had satellite imagery, and by now I could see this low developing. The fastest way out of its danger zone, the northern quadrant, was to dive straight south — which was the direction we were going anyway, so it was a no-brainer to carry on.

Did you know what was going on behind you?

Not really, but we suspected it wasn't good. Remember, we were out of contact during the worst of it. As we got near Hobart, we were able to get some news on a little AM/FM radio we had. We didn't know the full extent of the damage until we tied up in Hobart.

Did you ever stop racing, and switch into 'survival mode'? Did you ever talk about quitting?

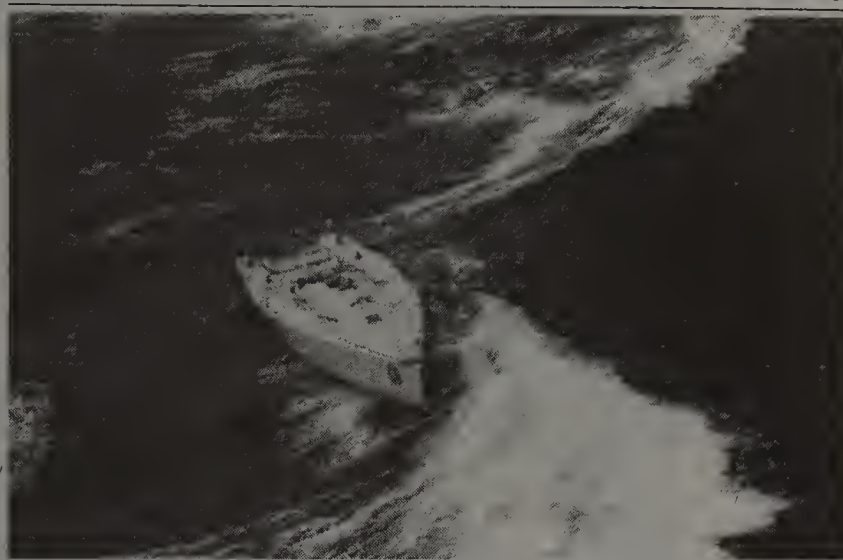
I guess we were racing in survival mode, if that makes sense. Basically, we were just trying to keep the boat together — if you went too slow, you'd lose steerage and get clobbered by a wave. But if you went too fast, you'd launch yourself off these really steep waves, which you could only do so many times before some-

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an even more ominous weather update — winds were now forecast to hit 45-55 knots within 24 hours, accompanied by nine to twelve foot waves. Several boats — arguably the only smart ones — withdrew based on that broadcast, while everyone else pushed resolutely on.

By the next morning, southwesterly winds of 35 knots hit the fleet. By noon, the weather was suddenly extreme, with gusts reported up to 70 knots. Boats and men were starting to come unglued by now, and about a dozen boats had retired with damage. The wind and seas continued to build all afternoon, with the worst yet to come.

Since 1945, the year of the first Sydney-



Beaten into a plowshare, the R/P 43 'Sword of Orion' was abandoned and presumed sunk. Picture by Farifax Photo Gallery.

Hobart, there have only been two fatalities until now — a 72-year-old man was lost overboard in 1984 and a 58-year-old man was struck on the head when his boat dismasted in 1989. By the second night of the race, in the worst conditions anyone can ever remember, six more sailors were added to the list.

Winston Churchill

Richard Winning's 55-footer *Winston Churchill* was a familiar and much-loved sight in Sydney. At 56 years old, the pretty woody was a veteran of the inaugural Sydney-Hobart, and had been back 16 more times. Her nine-man crew included grizzled race veterans John Gould, a 32-time vet, and John 'Steamer' Stanley, a 31-timer, as well as 19-year-old

Michael Rynan, thrilled to be off on his first 'Hobart'. It was a sound vessel and a good crew — like many boats in the race, they knew they wouldn't win, but were in

"A SCARY DAY AT THE OFFICE"

thing major broke. We had five primary drivers and they did a great job of getting us through the storm. It took an incredible amount of concentration to steer, and generally no one lasted longer than half an hour at a time.

About 100 miles from the finish, we did tack onto port and headed towards the lee of Tasmania, a decision that should have cost us tactically. But we were flying off the waves and really beating up the boat — we had to get to calmer waters to preserve the boat, even if it cost us some time. As it turned out, soon after we did that, the wind started dying and then lifted us onto the layline for the finish — making it look like a brilliant call!

We couldn't have quit from where we were, as going to Hobart was by then closer and it was safer to go forward into the waves than to turn back and run with them. We were thankful that *Brindabella* didn't get in trouble either. We would have had to sail back to rescue them, which would have been potentially very dangerous for us.

Did you get any sleep at all?

Not really. When you're reporting to three watch captains, it seems you're always briefing someone. The fear of not being able to answer their questions correctly — and especially of enduring one of Chris Dickson's tirades — keeps you

motivated to stay awake. I got in a few 10-minute catnaps here and there, but basically stayed awake for three days. It makes a good case for dual navigators.

No one else got much sleep either. To give you an example of how wiped out we all were, at the height of the storm, Joey Allan came ripping through the inside of the boat yelling out for Frizzle. It's really confusing to keep track of everyone on a maxi in the dark, and no one could find him anywhere. Joey had searched every inch of the deck, and now couldn't find him below. Everyone he asked just shrugged, complete zombies. I hit the 'save' button on our GPS, praying he hadn't been swept over. Then I got up and started looking for Joey, who was still looking frantically for the guy. Finally, about 10 minutes later, we found Frizzle — he was sound asleep on the floor, and a huge sailbag had rolled on top of him. He was actually quite happy.

What was the finish like?

Really eerie. It's supposed to be a big fanfare with fireworks and champagne and a huge dockside party. We came up the Derwent River as the sun rose, and a boat with a bagpiper came out to greet us. It was a mournful sound, and I don't think there was a dry eye on the boat. All 23 of these big macho ocean racing guys were choked up — it was pretty emotional.

Naturally, the scene at the dock was really subdued. No cheering or clapping, just lots of people watching. Everyone was still shocked; no one knew what to do.

What lessons can you draw from this tragedy?

Well, I'm still sorting that out. It's funny — before the race, I told a bunch of people if it got really nasty, the boat I wanted to be on was *Winston Churchill*. It had a deep protected cockpit, a hard dodger, solid wood construction... yet it was one of the first to founder. No matter how good your boathandling skills or how good your boat is, if there's a wave out there with your name on it, you're toast. Fate and chance have a lot to do with it.

What about the future? Will you do this race again?

I'll continue to race. It's what I get paid to do, and what I love to do. One of the things that bugs me about all the mainstream press coverage this event received is that they all seem to want to portray sailing as a really dangerous sport, which it's not. Statistically, it's probably more dangerous driving to the store for a loaf of bread.

I'll probably do the Sydney-Hobart Race again, but not for awhile. I don't think anyone is in a big hurry to go back there right now — but life goes on.

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it for the adventure.

A little after 5 p.m. on Sunday, in horrendous conditions, the 25-ton *Churchill* was lifted by a rogue wave and sent airborne, landing sideways. The impact smashed three windows and broke the main bulkhead, allowing water to rush into the boat. "It was like being thrown against a brick wall," said Stanley, a 51-year-old America's Cup and Admiral's Cup vet. As the boat staggered upright, the crew saw that water was over the floorboards and rising — maybe some planks opened up, or maybe the mast had gone through the hull. Their electrical pump quickly shorted out, and bailing with buckets proved futile.

Two liferafts were brought on deck, a mayday was calmly issued at 5:15 p.m., and within 20 minutes the *Churchill* was gone. Skipper Winning, the experienced Gould, young Rynan and another crew got in the four-man circular raft along with the boat's EPIRB. Stanley and four others went into the larger square raft. Soon after they abandoned ship, the line holding the two rafts together parted, and they drifted apart. The drogues on both rafts broke next, turning the rafts into, in Stanley's words, "beachballs in the surf."

Both rafts soon capsized and remained inverted in the heavy seas. Faced with a dwindling air supply, Winning elected to swim out and attempt to right his raft. Standing on the side of the raft and using its tether, he somehow got the raft's lip into the wind, which flipped the thing back over. He did this several times, and his efforts probably saved their lives. The next day, they were spotted by a plane and subsequently lifted onto a helicopter — they'd drifted 90 miles in just over 23 hours.

The other raft wasn't as lucky. One of the first waves to smash into their raft rearranged the men so violently that Stanley's ankle was broken. When the raft finally turned turtle at 9 p.m., they stood on the roof and contemplated their situation. Concluding that the raft was actually more stable in that upside-down position, they decided to cut a hole in the floor to allow air in. It was a fatal decision. Several hours later, the raft flipped again, and the force of their flying bodies shredded the already-slit floor.

With no floor, and all their supplies gone except for a strobe and a flashlight, the five men hung desperately to the outer tube — the life raft was now just a big life ring. "You're scared, you've got to be scared, but it's no panic situation. We knew we were in for a hard time," Stanley



said later.

At 3 a.m., a monster wave smashed into them. Holding his breath for an "eternity" and refusing to let go of the careening raft, Stanley surfed his "beachball" on the huge swell for an estimated 300 or 400 meters. When he finally popped up, only one other man was on board — two of the other three crew were briefly visible about 300 meters behind them, then gone. After desperately holding on for 12 more hours and through repeated capsize, the duo were fortunately spotted just before nightfall and airlifted to safety. It's doubtful they could have made it through another night.

The bodies of two of the *Churchill* crew — 58-year-old Jim Lawler and 52-year-old Mike Bannister — were subsequently recovered from the Tasman Sea. The body of John Dean, 47, was never found. Skipper Winning, grieving for his lost friends, has vowed never to race again.

Other Fatalities

Two more people died when the Tasmanian Farr 40 *Business Post Naiad* rolled over twice in heavy seas some 60 miles offshore. Owner Bruce Guy, 51, suffered a heart attack and expired in the arms of a crewmember, and Phil Skeggs, 34, drowned while stuck in his safety harness during the second roll. Another crew came within seconds of the same fate, claiming, "I am the luckiest man alive." The seven remaining crew battened themselves inside the dismasted 1984 one tonner, and spent a frightening night be-

Doing the right thing: the 'Stand Aside' crew deployed their raft but stuck with the boat to await rescue.

low decks. At 3 a.m., their liferafts — which had been lowered to one side of the boat — blew away. "We were too tired to do anything about it," said one survivor. "Everyone was bashed and bruised."

At 8 a.m., the shell-shocked crew was helicoptered to safety. The bodies of Guy and Skeggs were brought ashore when *Naiad*, one of 12 Tasmanian boats in the race, was subsequently retrieved and towed into the port of Eden.

The other casualty was a high profile one. Internationally known British Olympic Star sailor Glyn Charles, 33, was swept off the deck of *Sword of Orion*, a well-sailed 1993 R/P 43, when a 30-foot wave rolled the boat 360 degrees. Ironically, *Orion* had already quit the race and was high-tailing it for Eden when the killer wave broke over them. When *Orion* righted itself, her rig was broken in four or five places and literally wrapped around the hull. Charles, one of two men on deck at the time, ended up in the water, his safety harness having parted. In a chilling image, his shipmates watched helplessly as Charles, possibly injured, swam towards the boat with one arm.

There was no way to get safety gear to him, nor could anyone safely swim to him. Twenty minutes passed before the crew lost sight of Charles forever. Meanwhile, *Orion* had about three feet of water inside and appeared to be going down. Her hull to deck joint was split, her main hatch

— HELL AND HIGH WATER



AP/WORLDWIDE PHOTOS
Ian Mainsbridge

how nursed it to shore.

At 11 p.m. on Sunday night, a huge wave catapulted *Midnight Special*, a Jarkan 40 from Queensland, into a 360 degree roll. Dismasted, taking on water, without steerage, and with injured crew, they activated their EPIRB. In the morning, the boat was found wallowing in 20-foot seas and the crew airlifted to safety.

But even as the first man was being retrieved, *Midnight Special* rolled again and stayed over momentarily, terrifying the eight remaining crew — who described themselves in the race program as a "boatful of regular blokes out to have some fun" — trapped below. Their abandoned boat was later recovered and towed in.

In the largest single rescue mission, twelve crew were airlifted off the *VC Off-shore Stand Aside*, a Young 12, which was dismasted 50 miles southeast of Eden. The boat had a gaping hole in the cabin top and three injured crew, and was reportedly in danger of sinking. *Stand Aside* also was later recovered.

One other boat, the 1976 Swanson 42 cruiser *Miintinta*, was abandoned and her six crew airlifted to safety. The boat was believed to have sunk later, though details surrounding this entire incident are sketchy. Individuals were also taken off several other boats, each of which apparently kept skeleton crew aboard to deliver the boats to port. Complete details of all the rescues still aren't readily available, even several weeks afterwards.

wearing a lifejacket. His mates soon lost sight of him during their own failed rescue attempt. A Polair helicopter, on standby, responded immediately to their distress call, quickly locating Campbell and lowering a man down to retrieve him. Despite being in the water only 40 minutes, Campbell was already suffering from hypothermia.

The litany of dismastings, broken bones and suffering goes on and on, as do the tales of individual heroism. Books will no doubt be written chronicling the full extent of the disaster, which in addition to the loss of lives is conservatively estimated to have caused over \$7 million in damage to the fleet and around \$650,000 of taxpayers' money for the rescue effort.

What's not as easily measured is the emotional impact of the tragedy on the 1,000 or so race participants, and the ripple effects it will have on the greater sailing world.

Aftermath

A somber mood hung over the docks in Hobart as the battered fleet began trickling in, led by *Sayonara*. Owner Ellison, who had just days earlier called this "the greatest ocean race in the world," was visibly shaken. "People out there were dying. This is not what the race is supposed to be about," he told reporters. "It's supposed to be difficult, yes. Dangerous, no. Life-threatening, definitely not. A lot of us are upset."

Eyen the most experienced sailors stepped off their boats with new-found

blown off, and every ring frame in the hull was broken. The crew activated their EPIRB, cut away the rig, and desperately bailed with buckets. An hour later, they were winched to safety and the boat left to sink. Charles' body was never recovered.

Steve Kulmar, *Orion's* helmsman and good friend of Charles, was emotionally devastated. "My new seaboots and wet weather gear are on *Sword of Orion*," he said. "She has sunk. There is no better place for them. I will never do another Hobart Race."

Near Misses

The crew of the Bashford-Howison 41 *B-52* were lucky. Their boat rolled upside down and stayed in that position for three or four minutes, locking eight men inside. The two crew on deck were both trapped under the hull when it turtled — one managed to get his head above water and hang on to a stanchion, while the other had to unclip and swim to the surface. When the boat finally righted itself, there was enough structural damage that the crew briefly considered abandoning ship.

A rescue helicopter, soon hovering over *B-52*, was able to measure the wave height at that moment. "We were at 80 feet of altitude," said the pilot, "when one wave went through under us and the instrument showed we were at ten feet." Despite their peril, someone recalled the sage about never getting into a liferaft until you have to climb up into it. The crew elected to stay with *B-52* and some-

"No matter how good your boathandling skills or how good your boat is, if there's a wave out there with your name on it, you're toast."

At least two men were lost overboard but recovered. Garry Schipper, crew on the Sydney 41 *Challenge Again*, survived going over during the first night at least partially because he hung on to his flashlight as he fell. His shipmates were thus able to see him at all times, and retrieved him within 15 minutes. They reported that the *Lifesling* was difficult to use in such challenging conditions.

In the other more dramatic case, crewmember John Campbell was swept off *Kingurra*, a 1972 'Blaelin Swan'. He had momentarily unhooked his harness while moving about the boat, and wasn't

respect for the sea, some swearing this would be their last Sydney-Hobart. "I'm getting too old for this," commented Syd Fischer, 72. *Sayonara* helmsman Chris Dickson claimed that all thoughts of a record run were forgotten in the struggle to just stay alive. "Being here first is nice, but just being here at all is the big thing," he said.

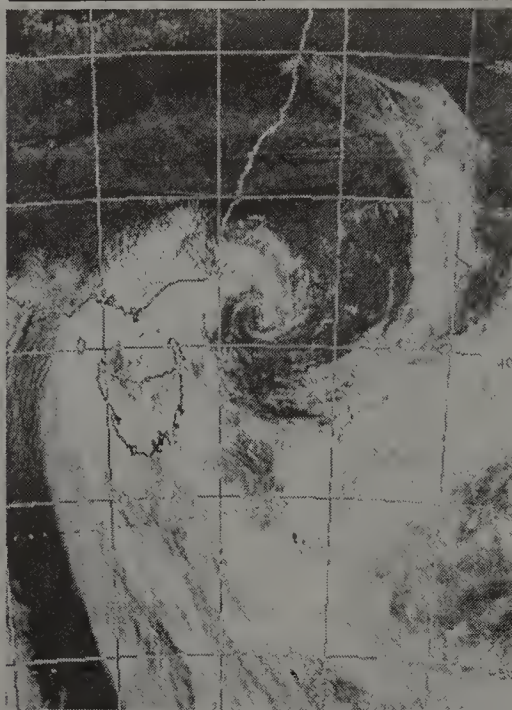
On January 1, a crowd of over 5,000 mourners gathered at Constitution Dock in Hobart — the traditional terminus of the race — for a memorial service. Eulogies were read, and more tears flowed. In a haunting moment, six floral

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wreaths were thrown into the Bay, as muted bells sounded from a nearby cathedral.

The struggle to make sense of the tragedy continues. The Cruising YC of Australia has begun their official inquiry into the race, which has already provided some interesting feedback. Some of the points raised thus far are that many of the boats' storm sails were too big for the occasion, that many of the crew weren't experienced enough, and specifically that predominantly black, square liferafts (such as Stanley's) are unstable and very hard to spot. Inevitably, the safety bar will be raised for future Sydney-Hobarts — it's the logical, not to mention politically correct, thing to do after a tragedy like this.

The bigger picture will take longer to understand. What went wrong? Who or what was to blame? Should the race committee have postponed the start, or abandoned the race before the fleet



Stormy weather — the seasoned Hobart racers thought they'd seen it all before... until this thing clobbered them early on Sunday.

passed Eden? Could the disaster have somehow been averted? Tough questions, with no easy answers. The subject will likely reverberate for months — if not

years — and we will follow up appropriately.

No matter what, the show will go on. "The Sydney-Hobart Race is part of our way of life," said the Australian Prime Minister John Howard. "These people have lost their lives following a sport that they love. It's a tragedy, but there are many tens of thousands of Australians that are keen sailors and yachtsmen and they will go on. I'm quite sure that those who have been touched by this tragedy would want them to go on."

— *latitude/rkm*

Ed. note — Check www.s2h.tas.gov.au/ and www.syd-hob.telestra.com.au/ for more coverage. Also, please note that the American Red Cross is accepting tax deductible contributions to aid the families of the survivors and reimburse private rescue efforts.

www.speedseal.com

4

TEST RESULT

Extract: Boating Magazine Test USA July 1997

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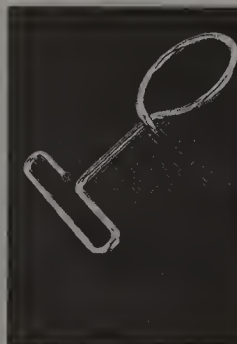
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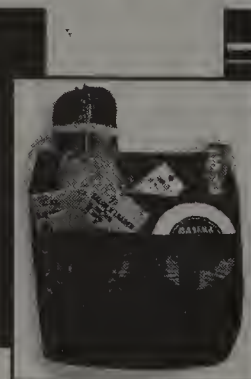
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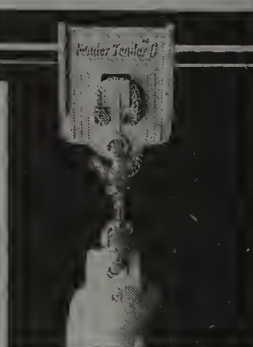
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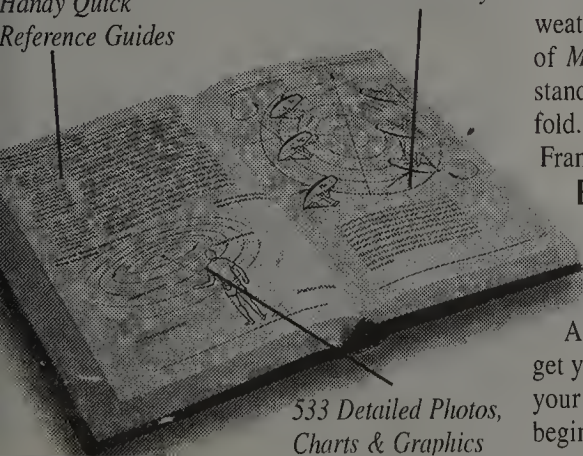
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PERSPECTIVES

If reading last month's *Nightmare Off New Zealand* article — which recounted the loss of four lives and four boats off New Zealand last November — gave you a healthy dose of respect for the power of the ocean, that's a good thing. If it made

"The ability to sail quickly and comfortably is one of a boat's most important safety features."

you think that anyone who ventures offshore for pleasure is committing suicide, you need to gain some perspective on the frequency and location of such severe weather. To that end, we've gathered reports from the following three sailing couples:

1) Jim and Sue Corenman of Alameda. For many years, the Corenmans raced locally and to Mexico and Hawaii with several boats, the most recent being *Heart of Gold*, a 50-footer designed by Carl Schumacher and built by Concordia Yachts. True students of sailing, they literally wrote the book — *The Pacific Cup Handbook* — on the West Marine Pacific Cup. More recently they, along with Stan Honey, established Sail Mail, a non-profit organization that allows cruisers to send SSB-based email at low cost. Currently about six years into a circumnavigation, the couple recently arrived in Sint Maarten in the Caribbean.

2) John Neal and Amanda Swan-Neal of the Friday Harbor-based Hallberg-Sue and Jim Corenman have been studying all aspects of racing and cruising for many years. They wrote the book on the Pacific Cup.



Rassy 46 *Mahina Tiare*. A mostly self-taught cruiser, Neal has sailed 160,000 miles between Alaska and Antarctica in the last 25 years, usually spending half the year taking students on offshore sailing expeditions to places most other cruisers don't go. He's written several cruising books, including the *Offshore Cruising Companion*, now in its 28th edition, and has conducted weekend Cruising Seminars for nearly 5,000 students.

Amanda, John's wife of less than a year, has 115,000 ocean miles to her credit, including sailing across the Pacific with her family in a homebuilt cruiser, and being the rigger aboard *Maiden*, the first-ever woman's entry in the Whitbread Around the World Race. Amanda recently signed a contract to write two books on cruising from a woman's perspective.

3) Steve and Linda Dashew. Steve was conceived aboard a Friendship sloop, and 49 years ago sailed to the West Coast from the Great Lakes aboard his father's 76-foot Alden schooner *Constellation*. After racing dinghies, he and Linda left Southern California in 1976 with their two children aboard the Columbia 50 *Intermezzo* for a six-year circumnavigation. Since then they've made their living by designing and building increasingly large cruising yachts for couples, including the Sundeer and Deerfoot series. Their current boat is the 82-foot *Beowulf VII*, with which they made a crossing from the Marquesas to San Diego in 12 days, three hours. The couple have more than 200,000 ocean miles.

We asked the three couples to comment on the cruising tragedies that happened off New Zealand in November, and to give their perspective on how likely a typical cruiser is to encounter such a severe storm and where. Only after temporarily falling out of contact with the Corenmans did we come up with the idea of asking our group of experts for the 'five worst storms' they've experienced at sea, so only the Neals and Dashews could provide such a list. Storms in areas such as Cape Horn and Antarctica were to be excluded, as these aren't areas frequented by typical cruisers.

Jim & Sue Corenman

It was heartbreaking to read the *Nightmare Off New Zealand* article about the loss of life and to see the photos of boats on the beach. We send our deepest sympathies to everyone involved. There are lessons to be learned, however, and we

hope we can raise some important issues without causing offense.

The passage between the South Pacific and New Zealand is of particular interest to us, as we very nearly got caught by the '94 Queen's Birthday Storm. For those who don't recall, it happened in late May and early June as the international cruising fleet was migrating from New Zealand to the South Pacific. About seven lives and four boats were lost. We were part of the group making the crossing, and the only thing that kept us from being caught in the terrible conditions with our sailing mates was *Goldie's* ability to make the 1,000-mile passage in five days.

There are some obvious lessons from both the Queen's Birthday Storm and the November '98 storm, such as being sure a boat is as well-prepared as possible and that the crew is up to the passage. Specifically, are the basic systems — such as the rig, sails, steering, engine and electronics — ready for a long and potentially rigorous ocean crossing? And are there enough knowledgeable crew for the potentially difficult passage?

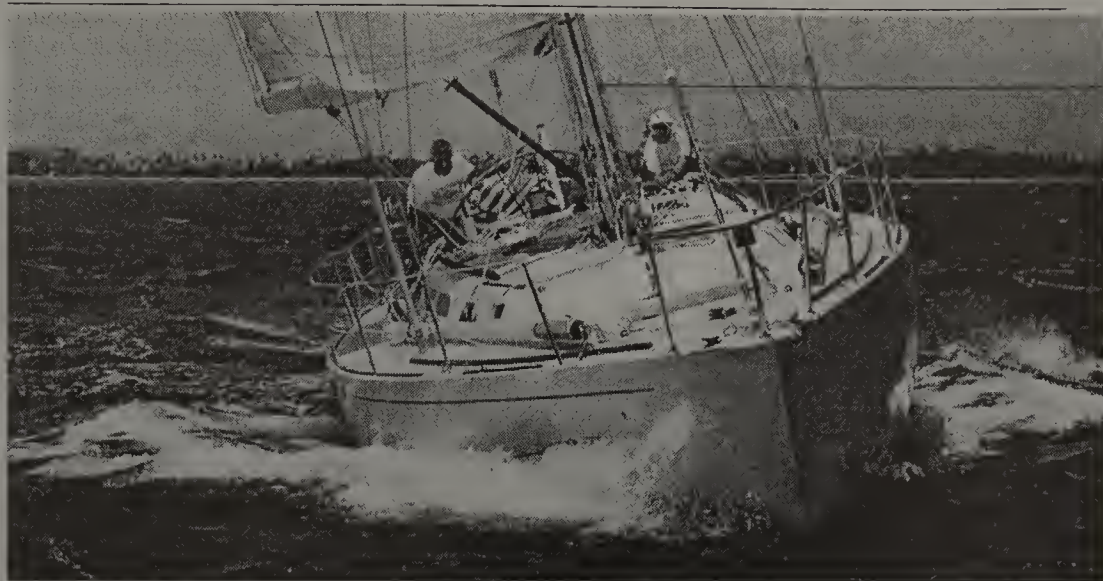
There are, however, several less obvious aspects that need to be discussed but are often dismissed: boat speed and

WINGS



ON A NIGHTMARE

LATITUDE 38/RICHARD



The Corenmans' 'Heart of Gold' is a very high performance cruising boat in the same category as a Santa Cruz 52.

sible should be removed from the bow and stern. In addition, all the deck gear should be packed below, all unnecessary canvas should be stripped off the outside, and the bottom should be cleaned. So if the shit does hit the fan while you're offshore, the boat will be 'mean and lean' — in the best possible shape to handle bad weather.

As for weather on the passage between the South Pacific and New Zealand, Bob and Carol on *Elyxir* have the right idea.

Our group of experts agree that the best way to handle severe weather is by having a boat fast enough to avoid it. This shot was taken from the Serendipity 43 'Wings' on her way to New Zealand last November.



There is a natural seven or eight-day pattern to the Southern Ocean storms, and the only way to detect the pattern is to watch the charts for weeks ahead of your passage and plan your arrival in New Zealand accordingly. Naturally, the faster your trip, the easier it is to plan an arrival.

However, the 'wild card' in November of '98 was the ex-tropical low — which was also the 'wild card' in the Queen's Birthday Storm. These lows don't just pop out of nowhere, but are the result of a weak, stationary tropical low combined with an upper-level trough that reaches up into the tropics and pulls the low to the south and east. In order to spot these things in advance, it's necessary to study both the tropical surface charts and the upper-level forecasts for weeks prior to a departure. This is every bit as hard as it sounds, but it's potentially very, very important.

Do not count on the New Zealand Met Service to show the details of tropical weather north of 25°S, as that is the responsibility of the Fiji Weather Service in Nadi. Ironically, New Zealand spends thousands of dollars on Search & Rescue for the results of these storms, but will make no funds available to send the Fiji tropical chart by radio fax to keep mariners out of them.

Sailors can, however, obtain the chart in Fiji. It is printed daily in the *Fiji Times*, posted at Musket Cove YC at Malololailai, and also available by telephone fax from the Nadi Met Office. And it may still be sent by Morse Code from New Zealand. [See *The Best Weather Maps in the South Pacific*, by Peter Sutter, *Latitude 38*, March '95.]

If enough cruisers pointed out the connection between tropical weather and maritime safety, maybe the New Zealand authorities would add it to their fax schedule. In any event, before you think of heading to New Zealand from Tonga or Fiji,



FIRST LIGHT

get a chart every day for a month in advance and watch the area west of Fiji where the low pressure likes to hang out.

The 500mb upper-level charts are easy to get, but hard to interpret. They are available by radio fax from both New Zealand and Australia. The New Zealand charts are intended for aircraft and harder to read, but with a bit of practice they start to make sense. Australia transmits 500mb analysis and forecast charts that cover the southern hemisphere. These are not very detailed, but they do show the progression of upper-level troughs as they travel around the world. The Southern Ocean is largely free of major land masses, and weather systems tend to circulate endlessly — so watch the Indian Ocean for the upcoming weather systems.

Upper troughs tend to disappear as they pass over Australia, but then 'pop up' again as they reach the east coast. It's not magic but simply the interaction between an upper-level short-wave trough and a stationary ridge over Australia. This happens a number of times each year, particularly in the transition seasons of spring and fall, and does not always — or even often — cause a runaway tropical depression. But it's a danger sign that must be taken seriously — especially if there is a low pressure cell in the tropics.

When the previous paragraph makes sense, you're well on your way to a better understanding of weather. The problem with upper-level weather is that the maritime weather books don't talk about it, and most meteorologists dismiss upper-level weather as being irrelevant or 'beyond the scope'. This is absolute nonsense! There is little anyone can do to prepare for a passage that is more important than gaining an understanding of how weather works.

Steering and engine problems contributed to 'Woody Goose' ending up on New Zealand's Great Exhibition Bay last November. A life was lost as the result of the grounding.

Steve Dashew has just published a new book called *Mariner's Weather Handbook*, which breaks the mold by covering the whole weather picture in detail — including the interaction between surface and upper-level weather. We've seen the proofs, and Dashew has done an excellent job of explaining a complex topic. This

book should be part of every offshore sailor's library.

But more important than having the book at the nav station is understanding what's in it. The best way to do that is to copy the fax charts every day — no matter if the weather is good or bad — and study them carefully. Read the Dashews book, then compare the surface and upper-level charts. Look up the previous forecast charts and see how the forecaster did. And keep a notebook of interesting storms. This all takes some time and most folks won't bother — but what better way is there to use the time that used to be devoted to plotting sextant sights? And if you only manage to avoid one storm, wouldn't it be worth it?

Learning more from the Corenmans.

The *Pacific Cup Handbook* is available from West Marine and other stores carrying sailing titles. In addition, the Corenmans periodically contribute to *Latitude*.

John Neal and Amanda Swan-Neal

I've sailed 160,000 miles in the Pacific in the last 25 years. Not counting things like our six attempts on Cape Horn — five of them successful — and our trip to Antarctica, the worst weather I've been in



was 50-knot winds and 20-foot seas in mid-July 1975 while 100 miles off the coast of Oregon. It was my first offshore passage, and I was headed south to San Francisco alone aboard my Vega 27 *Mahina*.

The second worst weather was in July of '76 while in the Southern Cooks. A tropical depression brought 50-knot winds and 18-foot seas. There is a reason mariners should avoid hurricanes and tropical cyclones.

The third worst is going to be a category: Sailing from the South Pacific to New Zealand. I've made seven such trips since '79, and despite having watched the weather carefully for months prior to starting each one of them, I've always been paranoid about it. My strategy for this passage is simple: Leave on the tail of a cold front to have maximum time to make the passage before the next front comes roaring through. Sometimes I've left Fiji as early as October 1, and in '98 we left as late as November 1.

There are several keys to making this crossing successfully. First, a mariner needs a boat that can comfortably cover

Spread; Mahina Tiare II' in the often stormy water of Patagonia. Inset; 'Mahina Taire III' off more tranquil — except during cyclones — Bora Bora.



PHOTOS COURTESY MAHINA TIARE III

at least 160 miles a day — something I was able to do even with my relatively small Hallberg-Rassy 31. Second, resist the temptation to overload your boat. Whenever you see somebody painting a higher waterline in a boatyard, you know they're going to be asking their boat to do something it wasn't designed to do. The performance will certainly suffer. Third, start the passage with enough fuel to complete the passage under power if there's no wind or if you get dismasted. Fourth, once your boatspeed drops below six knots, don't hesitate to motor.

Following this approach, we've never seen more than 35 knots on this crossing. But it's been close. Several times we arrived in New Zealand just hours before cold fronts packing 50 knot winds caught up with us. I can remember several times when we pushed the boat as hard as we could toward either Auckland or Opua, carrying every scrap of sail we could, to keep from getting caught by the black wall of a cold front we could see right behind us. The exception was '97, the El Niño year, when there wasn't any wind for three weeks.

This year we made the passage from Noumea to New Zealand. I was concerned enough about it to hire Bob McDavitt from MetService New Zealand to fax us a seven-day forecast before we departed. His charge was a reasonable \$27, and his accuracy was uncanny.

I also set up an account last year by giving him my Visa card number and Inmarsat C email address. So when we were nearing Norfolk Island, I emailed him via satellite to ask for his latest forecast. Since he couldn't send us a fax, he only charged us \$11. Nonetheless, he advised us to wait at Norfolk for 24 to 48 hours to let a southerly gale with 35-40 knots have time to blow through Northland — then really put the pedal down and head for Opua.

As it turned out, we had ideal conditions at Norfolk — which is pretty unusual as the swells generally make anchoring off the island somewhere between dangerous and impossible. The locals we met — nearly all *Bounty* mutiny descendants — warned us that as soon as the wind came out of the north, we'd have to hoist sail to avoid dragging into the cliffs and breakers. They told us several other yachts in the past had come ashore that way. We had 36 brilliant hours on the hook, giving us plenty of time to climb the highest peak, explore the old prison grounds and buildings, and renew friendships with Trent Christian whom I had

first met on *Pitcairn* several years ago.

But sure enough, within an hour of our setting sail for Opua, the wind clocked around to the north. Soon it was blowing 35 with gusts to 42 — setting us off on a

PHOTO COURTESY MAHINA TIARE III



Amanda Swan and John Neal both had exceptional sailing careers prior to exchanging vows in the tropics last year.

screaming broad reach across flat seas. Our passage to Opua took only three days, and we arrived in sunny summer weather. The following week is when the southeasterlies started blowing and the groups of boats heading down from Tonga and Fiji ran into rough times, and even tragedy.

The passage from New Zealand to the South Pacific is also a difficult one. We've never sailed from New Zealand to Tahiti without seeing at least 50 knots at some point. In May of last year, we had gusts to 67 knots and seas over 30 feet. We took some cool shots of towering waves astern and surfing along the edge of the Roaring Forties; see them posted on our website at www.mahina.com under 'Satellite Log Updates, Leg 1'.

The previous time we'd done the same passage was in '94 when we left two days before the fleet that got caught in the Queen's Birthday Storm. Although we had 55-knot winds and huge seas, it was on our stern quarter and we could surf along like a freight train in reasonable comfort while carrying only a storm jib.

In 1980, aboard *Mahina Tiare I*, a 1975 Hallberg-Rassy 31, I encountered 60-knot southeast winds. So I turned and ran back toward New Zealand for 18 hours under bare poles while towing a warp to slow my boat down. Two New Zealand yachts were lost in that blow.

The strongest non-hurricane winds I've

PERSPECTIVES

ever encountered at sea were on the Auckland to Tahiti route in '81 when a line squall brought 90 knots of wind — but only for 15 minutes! After that, the wind dropped back to 10 knots. In that instance, I dropped and lashed the sails

"Sailing offshore isn't risk-free — but then neither is driving your car down the street or taking a bath."

and lay ahull for the brief time. The sea surface stayed flat as there wasn't enough time for seas to build. However, the winds were hitting the sea surface so hard that a large amount of saltwater was in the air. In retrospect, I believe this was a microburst, a weather phenomenon that we try to avoid while flying.

Having finished with the South Pacific to New Zealand — and vice versa — category, I've had two instances of hurricane/cyclone storms. I got caught in a hurricane off Mexico's Socorro Island one August — which isn't too surprising, since that was right in the middle of hurricane alley at the height of the season. This was stupid on my part. I was also on the hook at Bora Bora when cyclone *Reva* came through with 120 knots. Up until that time, French Polynesia hadn't been hit by a serious cyclone in 75 years.

The bottom line is that other than when sailing in well-known dangerous waters — such as the coasts of Washington-Oregon-Northern California, between the South Pacific and New Zealand, and weird places such as Cape Horn — it's pretty unlikely a typical cruiser will see 45 knots of wind. Provided, of course, he/she is sensible enough to avoid hurricane and tropical cyclone seasons.

I feel that one of the main reasons a lot of cruisers have difficulties between the South Pacific and New Zealand is that they've never encountered sustained 45 knot winds before and the seas that result. As such, many of these folks and their boats aren't up to responding as well as they should. As much as foreign cruisers were outraged by New Zealand's Section 21 — a recently overturned law that required foreign boats to be inspected and carry basic safety gear before leaving — I know that it did make a lot of sailors — myself included — check over their boats

and safety systems more closely than they otherwise would have.

Learning more from the Neals. John and Amanda will be giving two hour *Discover The Joy Of Cruising* seminars at 10 West Marine locations during the month of February. The stores are in Anacortes, Port Townsend, Seattle, Portland, Sausalito, Oakland, South San Francisco, Palo Alto, Stockton and Honolulu. Tickets are \$5 and limited in number.

Then on March 6 & 7, John and Amanda — backed by a host of experts including yacht designer Robert Perry — will be holding their 94th Offshore Cruising Seminar at the Golden Gate YC in San Francisco. So far, 4,900 people have taken these fast-paced but detailed seminars that cover every aspect of cruising. Other seminars are slated for Seattle on March 13 & 14, March 20 & 21, and March 27 & 28. For complete details and fees, visit www.mahina.com or contact (800) 875-0852.

Steve and Linda Dashew

During the last several months, news accounts have been filled with images of severe offshore weather, damaged boats,

and loss of life. November featured the misfortunes suffered by cruisers off New Zealand, and December brought news of the tragedy of this year's Sydney to Hobart Race. Sailing offshore is not risk-free — but neither is driving your car down the street or taking a bath. Last year, someone who lives a couple of miles from our house in Tucson was electrocuted by lightning while using his dishwasher!

Here's our perspective on the chances of being caught in a severe storm, which is based on our own direct experience. In over 200,000 miles of sailing in the past 20+ years, including several roundings of the bottom of Africa, half a dozen or so trips around Cape Hatteras, and numerous trips to and from New Zealand, we've spent less than 72 hours in what we'd call severe weather. It's probably worth mentioning that a majority of this sea time was spent without the benefit of SSB or weather fax, as most of our forecasting for these conditions had been done the old-fashioned way: by watching the barometer, sky, sea state, and wind trends.

We endured our first real blow while off the east coast of South Africa — a no-



torious place for strong winds and severe seas — toward the end of a passage from Mauritius to Durban aboard our Columbia 50 ketch *Intermezzo*. We were in the grip of the southbound Aghulas Current when we were visited by our fourth southwesterly gale of the passage.

Typically these gales are short-lived, blowing themselves out in six to 12 hours. Six hours isn't long enough to build a really bad sea, but this gale lasted for 36 hours. Although it never blew that hard — maybe a steady 50 to 55 knots — the wind was against the current, so the seas were steep and broke frequently. Sailors on San Francisco Bay know better than most how much conflicting wind and sea directions can affect the water surface. Anyway, we didn't want to run off as that would take us away from Durban, so we beat slowly forward under storm staysail and deeply reefed mizzen. Since we were on the wind, the seas frequently swept the deck — but could not get a real grip on the hull to knock us down.

Our second worst situation occurred during a fall passage from the Chesapeake Bay to Florida. We'd actually been sitting at Hampton Roads at the mouth of the

Chesapeake, waiting for some nasty weather in which to test a new design of ours, the Deerfoot 62. It was cold — just above freezing — and we finally got so tired of waiting for the right conditions that we took off in what appeared to be stable weather.

Eight hours later, during the early evening, we picked up the rain bar of a fast moving frontal system at the edge of our radar range. We went from a light beat to storm force winds behind us in a matter of minutes. Over the next 12 hours, the breeze built to a steady 65 knots, gusting considerably higher. These were somewhat stronger winds than we wanted for our test sail.

In the open ocean this would not have been a big deal, but once again the wind was blowing against a considerable current. While we were on the inside edge of the Gulfstream with 'only' a couple of knots opposing the wind, it was enough that every wave was breaking. The boat did fine, and by the time we turned the corner out of the stream at Cape Hatteras, the breeze was down to a more reasonable 50 knots.

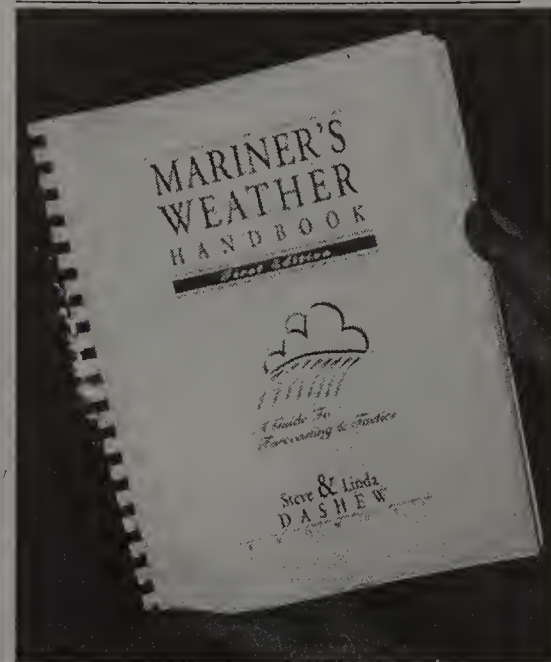
While we did not have problems in either situation, the potential was there for difficulty if something had gone wrong. And frequently one problem with a basic system such as the sails, rig or steering, leads to another. We've probably been in a couple of dozen gales during the years, but none of them ever presented more than vigorous — or in some cases uncomfortable — sailing.

Today, with the Internet, weatherfax, and top-notch amateur weather routers like Herb Hilgenberg, sailors have far more options to help them avoid bad weather. However, none of this will help mariners if they don't have a basic understanding of weather analysis, forecasting, and tactics. We feel strongly that this knowledge is more essential to safe and comfortable cruising than anything else. It is certainly more important than invertors, high-speed inflatable dinghies, fancy electronics, or microwave ovens — and we have all of these and more on our current boat.

So when the time comes for an upcoming offshore passagemaker to make budget decisions, the top priority should go to the ability to receive timely weather data — hopefully via weatherfax. And while it's always difficult to budget time when preparing to go cruising, learning how weather works should be at the top of that list.

The second thing needed to stay out of trouble at sea is boat speed. The faster

you go, the less time you spend at sea, and the less time you're exposed to potentially severe weather. Regrettably, most cruisers don't know enough about how to get the most performance out of their boats. When it comes to being able to

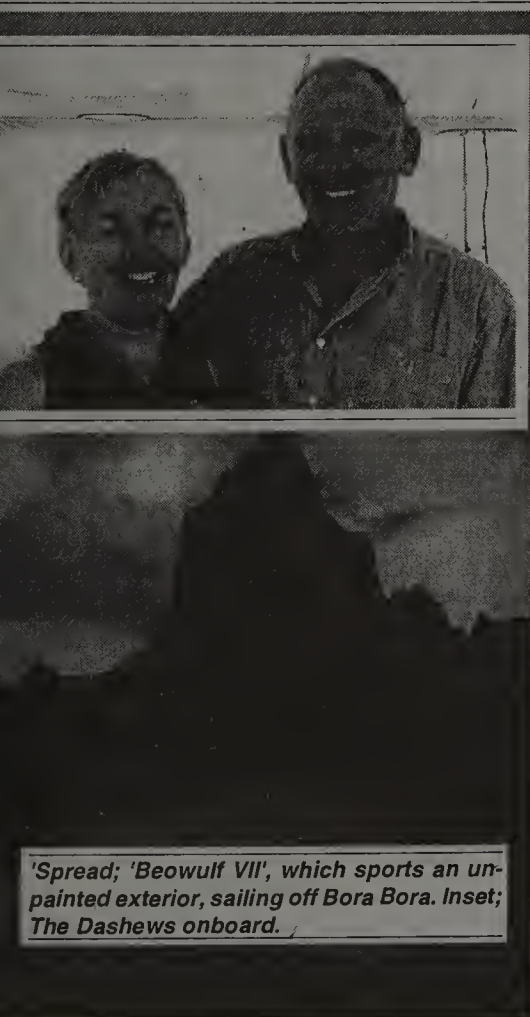


The Dashew's 'Mariner's Weather Handbook' is a probing look into a complex subject that's of great importance to offshore sailors.

cruise happily, safely and with peace of mind, having a well prepared boat that you know how to sail swiftly is of utmost importance. In other words, spending money on a good sail inventory and a clean bottom are excellent investments prior to taking off on a voyage.

Finally, one's definition of heavy or dangerous weather is very much a function of experience and the ability to handle one's boat when the going becomes more difficult. There is no way to acquire this experience at the dock or in mild conditions. You not only have to go sailing, but sailing where it's windy and the seas are rough. And then you have to push yourself and your boat. The time to learn how to competently reef, set storm canvas, tack and jibe, and balance the boat under self-steering in rough weather, is before you take off on an ocean passage.

Learning more from the Dashews. Steve and Linda are the authors of the *Offshore Cruising Encyclopedia*, which is about to go into its third printing. This mammoth — and refreshingly opinionated — 1,232-page, 2,500-illustration book is the ultimate reference source for cruising sailors. In addition, they've just published the *Mariner's Weather Handbook*, the 594-page, 533-illustration book the Corenmans speak so highly of. The *Encyclopedia* is \$89 plus shipping, while the *Weather Handbook* is \$69.95 plus



'Spread; 'Beowulf VII', which sports an unpainted exterior, sailing off Bora Bora. Inset: The Dashews onboard.

SPREAD COURTESY MAHINA TIARE III; INSET COURTESY THE DASHES

shipping. They are only available from www.setsail.com or by calling 800-421-3819. The Dashews are preparing an *Idiot's Guide to Mariner's Weather from the United States to New Zealand* for an upcoming issue of *Latitude*.

While our group of experts come from different parts of the sailing world — the Corenmans from racing, the Neals from cruising, and the Dashews from cruising boat development — they are in agreement on the basic issues.

1) Boat speed is very important, because it's not prudent to linger in areas where the weather is known to be severe.

2) Having a well-prepared boat and knowing how to sail it to its potential are essential for avoiding and surviving severe weather.

3) Acquiring the latest weather information and knowing how to analyze it is essential.

4) Bad weather is *quite* rare except in places that are known for it. It's common to complete a circumnavigation without ever encountering severe weather.

5) We're going to add an additional one that we're certain all three couples would agree with: It's not the wind that disables boats and kills sailors, but the seas.

Getting Ready For Offshore Cruising

Northern California sailors are blessed with San Francisco Bay and the Gulf of

"Boatspeed is very important because it's not prudent to linger in areas where the weather is known to be severe."

the Farallones, two of the best and most reliable sailing classrooms in the world.

The Bay is perfect for learning sailing basics, as there is plenty of light air and

heavy air, tides and currents, clear days and foggy days. If you spent every weekend for six months sailing the Bay and actively worked at acquiring skills and mastering techniques, you'd be a pretty darn competent sailor. Indeed, it's often said that "if someone can sail San Francisco Bay, he/she can sail just about anywhere in the world." Unfortunately, this is rubbish.

The Gulf of the Farallones is ideal for more advanced sail training, because it often has lots of wind — and even more important, lots of waves. Being able to reef when it's blowing 25 knots on the relatively flat waters of the Bay is one thing; being able to do it on a foggy night in eight-foot seas demonstrates significantly more physical ability and skill. If you can comfortably beat, run, tack, gibe and reef when it's blowing 30 knots in the Gulf of the Farallones and there's a sea running, you should feel pretty confident about your abilities. Forget San Francisco Bay; if you can sail the Gulf of the Farallones when it's nasty, you can pretty much sail anywhere in the world.

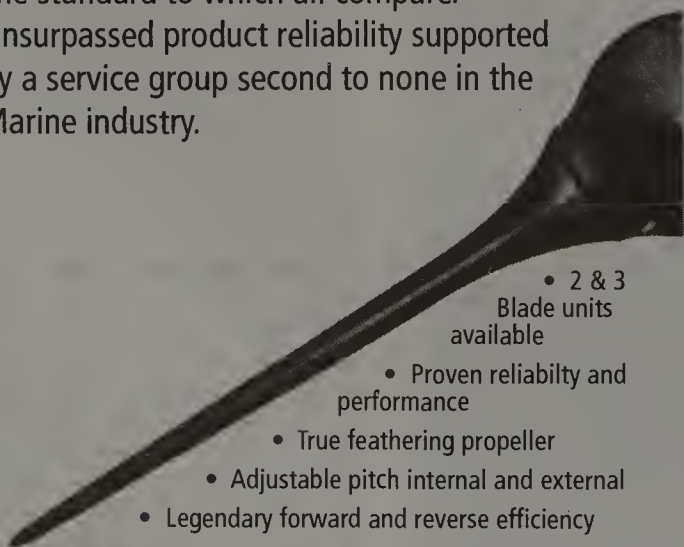
— *latitude 38*

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PSS (Packless Sealing System) Shaft Seal

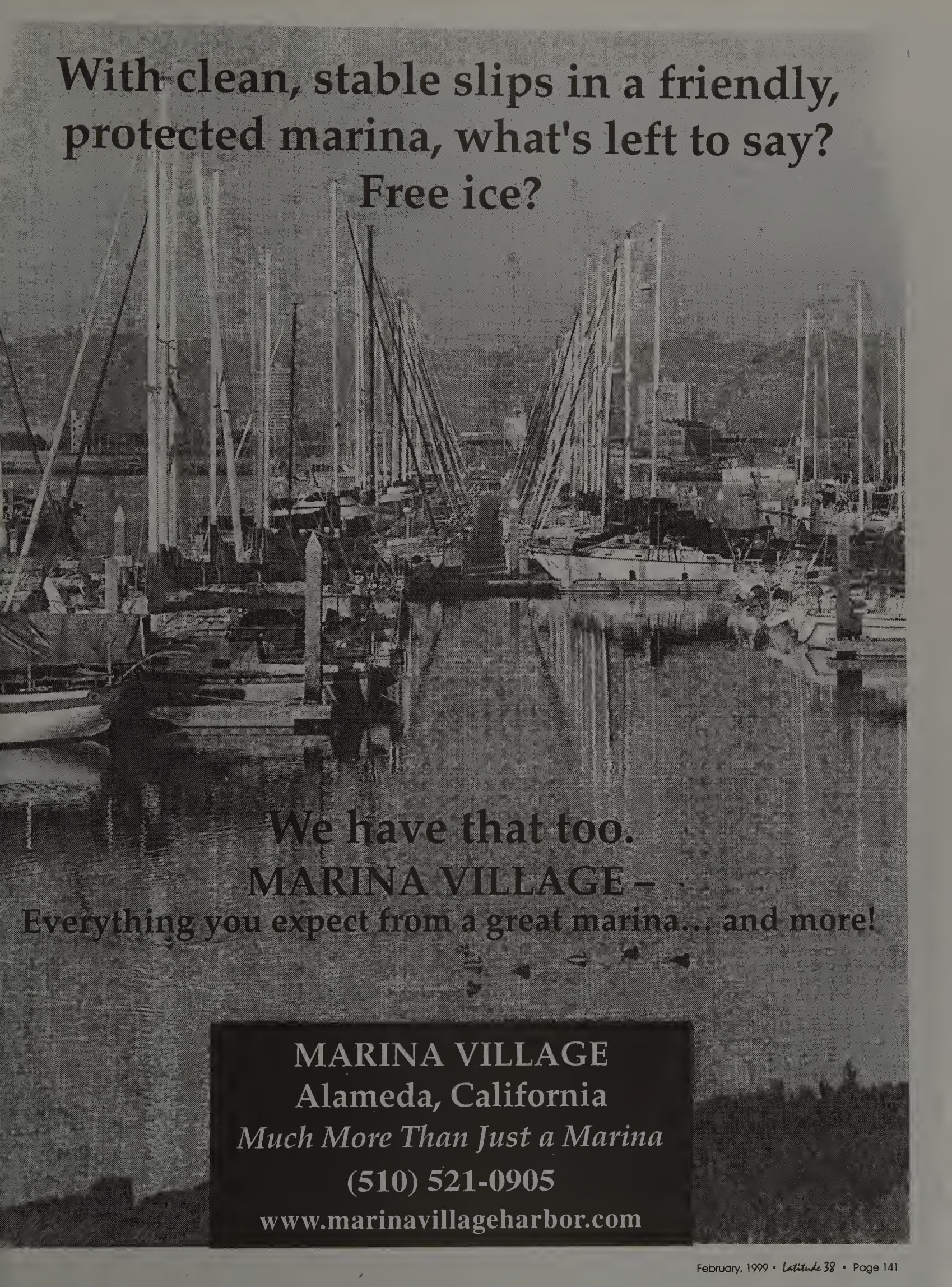
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SESQUICENTENNIAL SAILFEST —

Within months after gold was discovered at Sutter's Mill in January, 1848, the greatest voluntary migration in the history of man was underway toward the gold fields of the motherlode. During the next three years, tens of thousands of

memorates its sesquicentennial with a 'tall ships' race from San Francisco to Southern California. If your heart swells at the sight of yardarms and square sails, this is big news indeed, as the race will attract the largest gathering of square riggers and gaff-rigged schooners seen here since the boom years of the mid-1800s.

Bolstered by a generous endowment from the Mervyn's retail chain, the race, officially titled the Mervyn's California Gold Rush Race, will be the dramatic centerpiece of three years of celebrations and events throughout the state.

After several days of dockside open houses, the fleet — which is expected to include seven 'Class A' square-

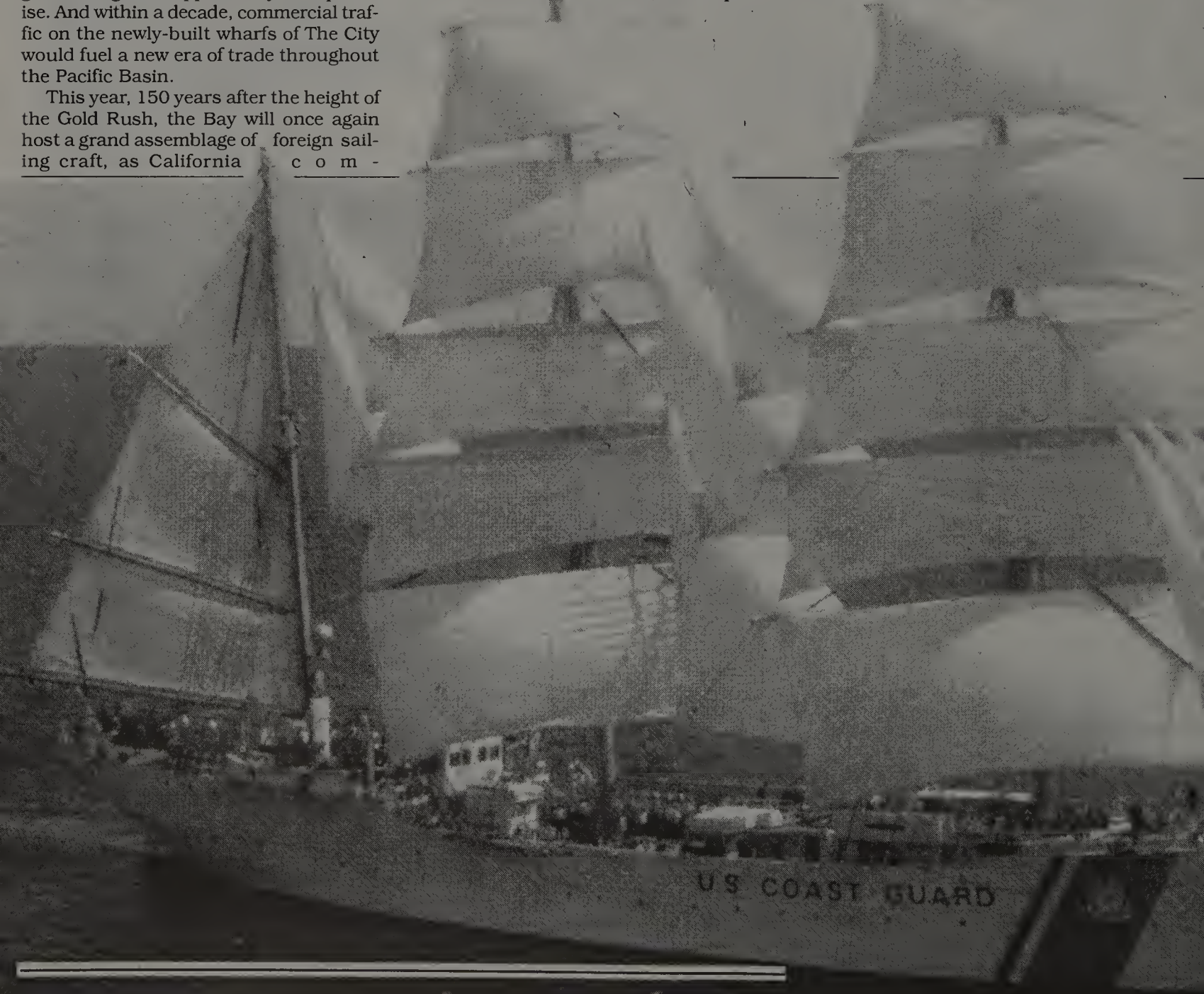
riggers, some of which are longer than a football field — will race down the coast to Long Beach from a starting line outside the Golden Gate (July 5). There, the fleet will be joined by a variety of Southern California-based vessels — including the 136-year-old *Star of India* — for a 'cruise in company' to San Diego.

Although these events are still five months away, our intention in profiling the participating vessels this month is to give you plenty of advance notice — not only so you can block out the dates on your calendar, but also so you'll be aware of a variety of ways that you can join in on all the hoopla.

*... the largest gathering
of square riggers seen
here since the boom
years of the mid-1800s.*

wide-eyed, would-be prospectors from all over the world sailed into San Francisco Bay, transforming California from a sleepy western frontier into a thriving new state, glimmering with opportunity and promise. And within a decade, commercial traffic on the newly-built wharfs of The City would fuel a new era of trade throughout the Pacific Basin.

This year, 150 years after the height of the Gold Rush, the Bay will once again host a grand assemblage of foreign sailing craft, as California c o m -



MERVYN'S CALIFORNIA GOLD RUSH RACE



NAUTICAL HERITAGE SOCIETY

Jack Aubrey, eat your heart out. 'Californian', the state's official "Tallship Ambassador", cuts a beautiful line, with her topsail flying.

keep you informed in the coming months.)

If you've ever been to a big tall ship rally before, like an OpSail event in New England or a Cutty Sark Regatta in Europe, you know that many — if not most — tall ships are dedicated to the age-old endeavor of 'sail training'. Because maneuvering a square rigger, or even a large schooner, demands tightly choreographed teamwork, many navies and merchant marine organizations realize that the fundamental grounding in traditional seamanship that cadets receive, will serve them throughout their careers, regardless of whether they become offshore fisherman or gunship commanders.

So it is, that virtually every country in Europe and Latin America, as well as a variety of other maritime nations, maintains at least one of these glorious vessels. In most cases, a tall ship's secondary purpose is to promote international goodwill as it travels around the globe on its annual tour. While you're unlikely to be offered a ride down the coast on one of these beauties, we heartily encourage you to tour as many of them at dockside as possible. You're not likely to have a similar opportunity any time soon.

The disparate mix of ethnic origins repre-

sented by the '49ers established the precedent of cultural diversity that characterizes California's population today. It's particularly fitting, therefore, that the cadet ships slated to visit the Bay this summer will represent a diverse family of nations. In addition to the U.S. Coast Guard's goodwill flagship, the *Barque Eagle*, Japan, Russia, Colombia, Ecuador, Canada and possibly Mexico will enter Class A ships (over 170 feet LOA).

In addition to the big boys, a number of Class B (100-170 feet) and Class C vessels (under 100 feet) will also take part in the event. Most of these are based on the West Coast, and while some are exclusively dedicated to youth sailing programs, others may have berths available to able-bodied adults during the south-bound jaunt or on positioning cruises to and from the Bay. (Check listings which follow.)

The Race fleet will be divided into two divisions: Sail Training and Cruising. To enter the former, a vessel must have a minimum waterline of 30 feet, and at least half her crew must be between 15 and 25 years of age. International Sail Training Association handicaps will apply.

The Cruising Division will be open to all traditional vessels 40 feet LOA or longer

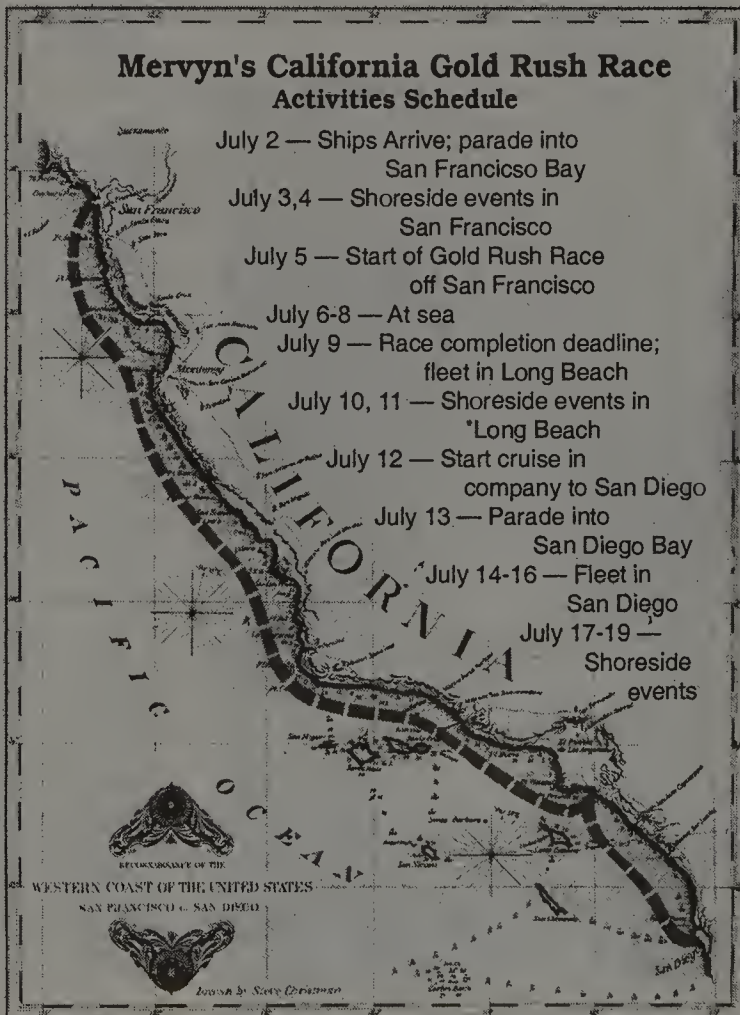
First of all, we encourage you to shanghai a few friends and sail out the Gate on July 2 to welcome the incoming fleet. Being well aware of the photo-op potential of such an auspicious arrival, fleet organizers at the Nautical Heritage Society and the American Sail Training Association have promised to do their darnedest to have the ships sail beneath the Golden Gate Bridge in a grand procession. The plan is to stage them at Drake's Bay on July 1, then enter the Bay on cue on the afternoon of July 2 for a promenade down the cityfront. Don't miss it — and please help us pray to the 'fog god' to stay the heck away.

With the paucity of big-ship berthing space available along the San Francisco waterfront these days, the fleet is apt to be scattered throughout the Bay, but one way or another they'll all get shoe-horned in somewhere and most will be available for 'open house' viewings. (We'll

With her 22 sails all pulling together, the U.S. Coast Guard Barque 'Eagle' is a truly inspirational sight. Cadets who are lucky enough to sail aboard her get a priceless education in the time-honored traditions of marlinspike seamanship and teamwork.

Mervyn's California Gold Rush Race Activities Schedule

- July 2 — Ships Arrive; parade into San Francisco Bay
- July 3,4 — Shoreside events in San Francisco
- July 5 — Start of Gold Rush Race off San Francisco
- July 6-8 — At sea
- July 9 — Race completion deadline; fleet in Long Beach
- July 10, 11 — Shoreside events in 'Long Beach
- July 12 — Start cruise in company to San Diego
- July 13 — Parade into San Diego Bay
- July 14-16 — Fleet in San Diego
- July 17-19 — Shoreside events



ADAPTED FROM NAUTICAL HERITAGE GRAPHIC

COURTESY U.S. COAST GUARD

SESQUICENTENNIAL SAILFEST —



LATITUDE/ANDY

'Pallada' hails from Vladivostok, Russia.

which do not meet youth crew requirements. Handicaps are a non-issue, as this division will not be officially scored.

If you have an appropriate vessel and can muster an able crew — young or old — we heartily encourage you to join this amazing parade. Entry details can be obtained from the Nautical Heritage Society website, which has links to specific vessels, as well as to California State agencies involved in sesquicentennial activities: www.californian.org. Or phone: (800) 432-2201.

Failing the possibility of actually sailing in the Race, another way to get in-

'Concordia' — the way high school 'should' be.



CLASS AFLOAT

involved on a personal level is to volunteer to assist with dockside logistics and ship tours. In addition to the thrill of being part of the action, volunteers will be given special clothing to wear while on duty that will be theirs to keep as a gift, plus certificates of appreciation and special badges which allow access to ships, not to mention an invitation to some cadet events, and recognition at a "wrap party" at the end of the entire event. Not a bad deal. (For more details, e-mail Alice Cochran, Visiting Ships Volunteer Coordinator, at:

acochran@pacbell.net.)

At this writing, the list of entries hasn't yet been etched in stone, but the vessels profiled here have made firm commitments.

Eagle (USA) — Serving as a seagoing classroom for a co-ed contingent of U.S. Coast Guard Academy cadets, the 295-ft *Barque Eagle* is the only active commissioned sailing vessel in all U.S. maritime services. And when her 20,000 square feet of sail are flying, she is undoubtedly one of the most beautiful vessels ever to fly the stars and stripes.

One of five sisterships built in Germany for sail training in the '30s, this vessel, originally named *Horst Wessel*, was taken as a prize of war after WWII. Commissioned by the Coast Guard in 1946, she took the name *Eagle* from a long line of Coast Guard cutters that preceded her, the first having been commissioned in 1792, shortly after formation of the modern Coast Guard's forerunner, the Revenue Marine Service.

Eagle will serve as the flagship of the Class A fleet during the Gold Rush Race.

Overall Length: 295'; **Beam:** 40'; **Draft:** 17'; **Rig:** Three-masted bark; **Sail Area:** 22,245 sq. ft.; **Mast Height:** 147'4"; **Hull:** Steel; **Built:** 1936 by Blohm & Voss, Hamburg, Germany; **Homeport:** New London, CT; **Number of Cadets:** 150, co-ed.

Kaiwo Maru (Japan) — At 361 feet in length, this immaculately-maintained four-masted bark is the flagship of Japan's Institute for Sea Training (a division of the country's Ministry of Transport). Launched in 1989, this vessel,

whose name translates as 'King of the Sea', was built as a replacement for the original *Kaiwo Maru*, which served the Institute's cadets during its first 50 years of operation.

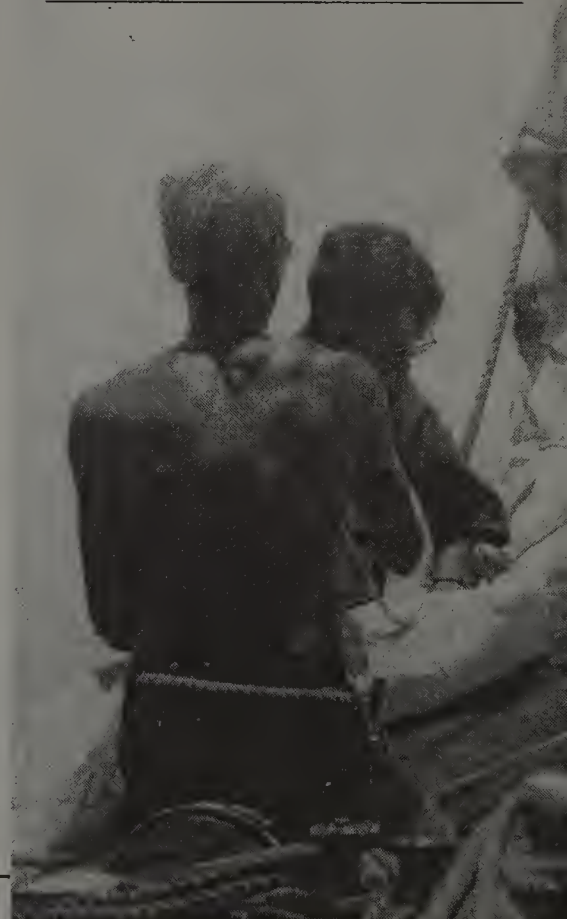
Her impressive rig employs 18 square sails and 18 fore- and-aft sails — enough to keep dozens of sailors scampering. No wonder she carries a total crew complement of 199.

Overall Length: 361'; **Beam:** 46'; **Draft:** 22'; **Rig:** Four-Masted Bark; **Sail Area:** 29,708 sq. ft.; **Mast Height:** 182'; **Hull:** Steel; **Built:** 1989 at Yokosuka, Japan; **Homeport:** Tokyo, Japan; **Number of Cadets:** 108.

Concordia (Canada) — With bright-red maple leaves adorning her square sails, and a royal blue hull beneath them, the Canadian sail-training ship *Concordia* should be easy to identify when she sails beneath the Golden Gate.

Launched in 1992, *Concordia* is probably the 'youngest' sail training vessel in the Americas. She was commissioned specifically for the globe-trotting annual programs of a Canadian educational organization called Class Afloat, which is affili-

Hands-on experience is the name of the game on sail training programs. Cadets hone their 'life skills' in addition to their seamanship.



LATITUDE/ANDY

MERVYN'S CALIFORNIA GOLD RUSH RACE

ated with West Island College. The 44 co-ed students (from grades 11 through junior college) who sail aboard her on half- or full-year programs have got to be some of the luckiest kids on the planet. Not only do they get to sail to exotic ports all over the world, but their normal load of academic subjects is blended with hands-on sail training.

Concordia will leave Victoria June 28 bound for San Francisco, and because the Gold Rush Race is sandwiched between the end of one school program and the start of another, she may have berths available for the delivery and the Race. Adolescents of 15 and up may apply: Call (514) 683-9052; e-mail: discovery@classafloat.com, or visit their website at: www.classafloat.com.

Overall Length: 188'; **Beam:** 31'; **Draft:** 13'2"; **Rig:** Barkentine; **Sail Area:** 10,000 sq. ft.; **Mast Height:** 115'; **Hull:** Steel; **Built:** 1992 at Szczecin, Poland; **Homeport:** Nassau, Bahamas.

Gloria (Colombia) — Launched in 1968, *Gloria* is one of four similar three-masted barks built by Astilleros y Talleres Celaya in Bilbao, Spain, specifically for

the training of naval cadets.

She and her sisterships, Ecuador's *Guayas* (also a Gold Rush Race participant), Venezuela's *Simon Bolivar* and Mexico's *Cuauhtemoc* are all regular participants at international tall ship festivals and transatlantic races. And from our experience they tend to throw the best dockside parties — latin blood and salsa music is a powerful combination!

Another distinctive trait of the latin crews is that when they enter or leave a harbor, their cadets can typically be seen standing precariously atop every yardarm in a symbolic salute to their host city. To get an idea of what it would be like to balance on the uppermost yards, imagine perching on a flagpole that extends out horizontally from a 15-story building — during an earthquake.

The design of vessels like *Gloria* and *Guayas* are reminiscent of commercial barks of the late 1800s which replaced the clipper ships on world trade routes.

Overall Length: 255'; **Beam:** 33'; **Draft:** 16'; **Rig:** Three-masted bark; **Sail Area:** 15,000 sq. ft.; **Hull:** steel; **Built:** 1968 at Bilbao, Spain; **Homeport:** Cartagena, Colombia; **Number of Cadets:** 90.

Guayas (Ecuador) — Younger sister of *Gloria*, *Guayas* was built for the Ecuadorian Navy in 1977. Based at Guayaquil, the main port of this small Andean country, *Guayas* borrowed her name from the first steamship built in South America, back in 1841.

You couldn't exactly call it 'one-design racing', but in the Gold Rush Race, *Guayas* and *Gloria* will be the most closely matched vessels — although *Guayas* is slightly longer and has more potential sail area. We don't know how the oddsmakers would rate them, but both crews will definitely



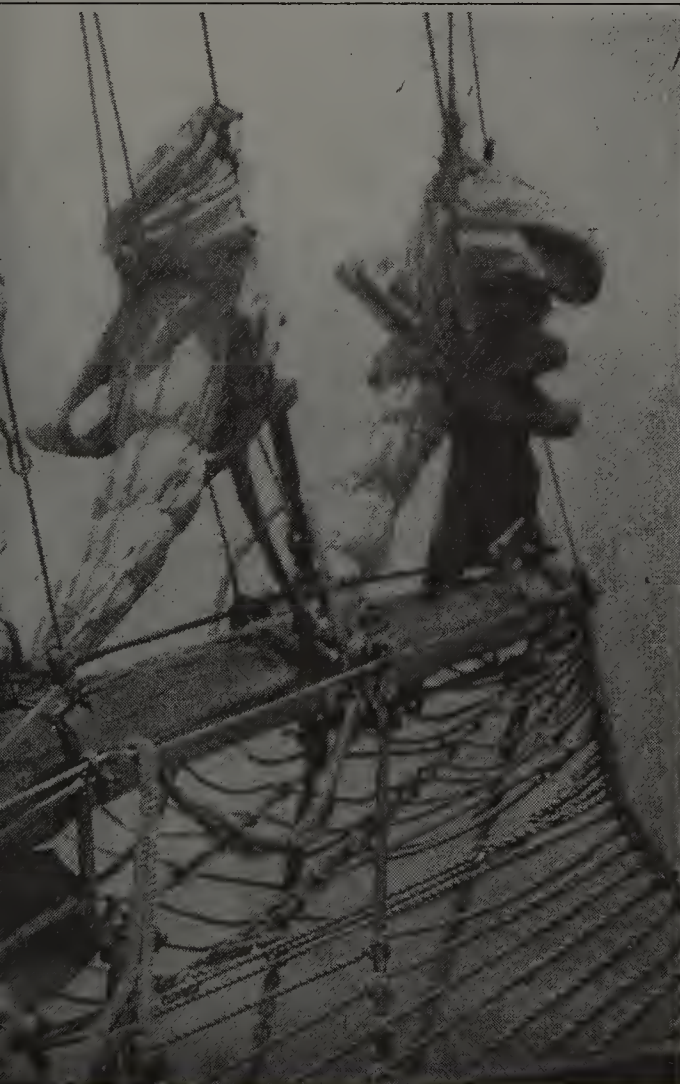
Japan's massive four-master 'Kalwo Maru'.

have a prime opportunity to test their skills on the 350-mile run to Long Beach.

Overall Length: 268'; **Beam:** 35'; **Rig:** Three-masted bark; **Sail Area:** 17,222 sq. ft.; **Mast Height:** 127'; **Hull:** steel; **Built:** 1977 at Bilbao, Spain; **Homeport:** Guayaquil, Ecuador; **Number of Cadets:** 90.

Pallada (Russia) — Despite the economic hardships Poland has endured during this century, she has always maintained a well-respected shipbuilding industry. And sail training ships seem to be a specialty. *Pallada* is one of several sisterships built of steel at the well-respected Gdansk shipyards during the past two decades. She was launched only 10 years ago.

Based in remote Vladivostok, on Russia's northeastern coast, *Pallada* is affiliated with a maritime academy there. She is one of a fleet of sail training vessels operated by the DALRYBA Joint Stock Company. While most Russian cadets make their careers in fishing or commercial shipping, Russians have long regarded sail training as essential basic



INSTITUTE FOR SEA TRAINING

SESQUICENTENNIAL SAILFEST —

training for any seagoing occupation.

Overall Length: 356'; **Beam:** 46'; **Draft:** 21';
Sail Area: 29,900 sq. ft.; **Rig:** Full-rigged ship;
Built: 1989 at Gdansk, Poland; **Homeport:**
Vladivostok, Russia; **Number of Cadets:** 143.

Nedezhda (Russia) — We don't know too much yet about this Class A vessel, except that she is a cousin, if not a sistership, to *Pallada* and several similar ships built in Poland for maritime academies of the former Soviet Union. *Nedezhda* is operated by the Far East State Maritime Academy.

Overall Length: 358'; **Rig:** Full-Rigged Ship;
Number of Cadets: 100.

Star of India (USA) — Sadly, this spectacular San Diego-based, three-masted bark will not be able to join the festivities here in the Bay, but she *will* make the cruise from Long Beach to San Diego — a feat which, in itself, is noteworthy. After all, this elegant lady is 136 years of age. Built on England's Isle of Man just 14 years after the Gold Rush, she is the oldest actively-sailed square-rigger in the world and is a fine example of nineteenth century craftsmanship.

During her many years of commercial service, she completed an amazing 21 laps around the globe via Cape Horn — without the aid of an engine. If her timbers could talk, they'd describe how she sur-

CANADIAN NAVY



The Canadian Naval vessel 'HMCS Oriole'.

The *Star of India*, which was originally named *Euterpe*, has been designated as a National Historic Monument, and is the flagship of the San Diego Maritime Museum's historic fleet. Although she rarely sails these days, thousands of school children walk her decks each year while participating in 'living history' programs.

Overall Length: 278'; **Beam:** 35'; **Draft:** 21'6";
Rig: Three-masted bark; **Sail area:** 18,000 sq. ft.; **Rig height:** 140'; **Hull:** Iron; **Built:** 1863 by Gibson, McDonald & Arnold, Ramsey, Isle of Man. **Trainees:** 140. **Dockside visitors:** 300.

Class B & C Vessels

If the idea of crewing in the Race appeals to you, joining a Class B or C vessel as a paying trainee will probably be your best bet — unless you happen to have a traditional vessel of your own. We've listed contact info here so you can check availability for the Race and for positioning cruises before and/or after the actual events. Also, stay tuned for details about on-the-water events such as mock gun battles, both in San Francisco and San Diego.

Californian — Built at Spanish Landing in San Diego, and launched in 1984, *Californian* is a beautifully-crafted replica of an actual Gold Rush era schooner named *C.W. Lawrence*. The original was commissioned as a Revenue Marine Service Cutter — the Coast Guard's predecessor — and was the first such vessel stationed on the California coast.

With her heritage and her fast, elegant design, it's no wonder she's been designated as our state's Official Tallship Ambassador.

The *Californian* stays busy throughout the year running programs for both youth and adults that amalgamate basic sail training with the study of coastal ecology and American history. Call the non-profit Nautical Heritage Society for crewing availability: (800) 432-2201 or (949) 369-6773.

Overall Length: 145'; **Beam:** 24'6"; **Draft:** 9'5"; **Rig:** Square topsail schooner; **Sail Area:**

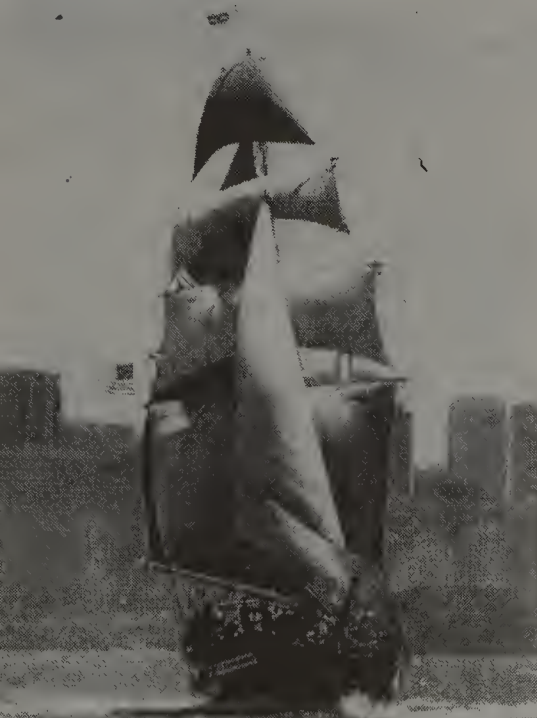
7,000 sq. ft.; **Rig Height:** 101'; **Hull:** wood; **Built:** 1983 by Nautical Heritage Society, San Diego; **Homeport:** Long Beach; **Trainees:** 16 (overnight), co-ed, 4th grade through college.

Bill of Rights — Having recently relocated to L.A. from Philadelphia, this beautiful 129-ft topsail schooner is now operated by the Los Angeles Maritime Institute (LAMI), which is the educational branch of the Los Angeles Maritime Museum. LAMI also runs another race participant, the *Swift of Ipswich*. Most programs on both vessels focus on teaching young participants a combination of seamanship skills and "life skills," such as teamwork and self-reliance. Their Topsail Youth Program works primarily with "at-risk" youngsters.

Launched in 1971, *Bill of Rights* was constructed of wood in Maine by Harvey F. Gamage. She is a fine example of the enduring skills of New England shipwrights. Contact LAMI for availability and scheduling at (310) 833-6055.

Overall Length: 136'; **Beam:** 23'; **Draft:** 10'; **Rig:** Gaff topsail schooner; **Sail Area:** 6,300 sq. ft.; **Mast Height:** 100'; **Hull:** wood; **Built:** 1971 by Harvey F. Gamage, South Bristol, ME; **Homeport:** San Pedro; **Trainees:** 52 (day sails), 39 (overnight).

Swift of Ipswich — Sixty years old and still going strong, the *Swift* was designed by Howard Chapelle early in his illustri-

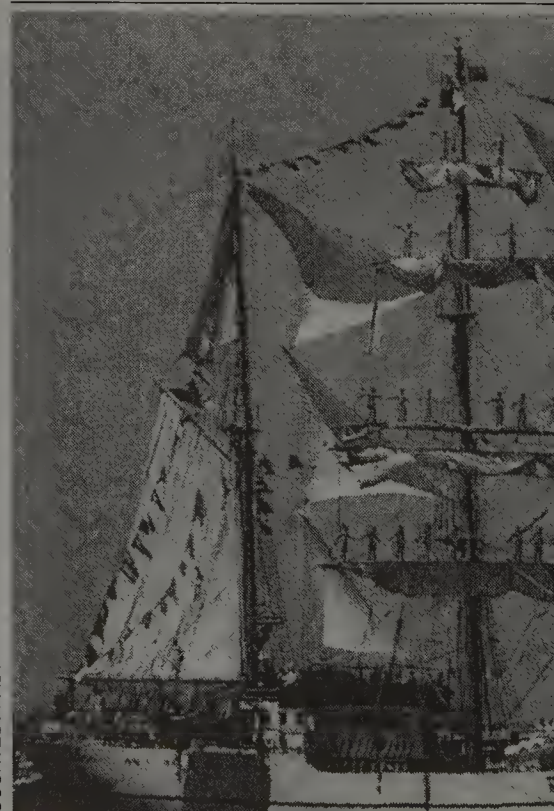


HAWAIIAN CHIEFTAIN

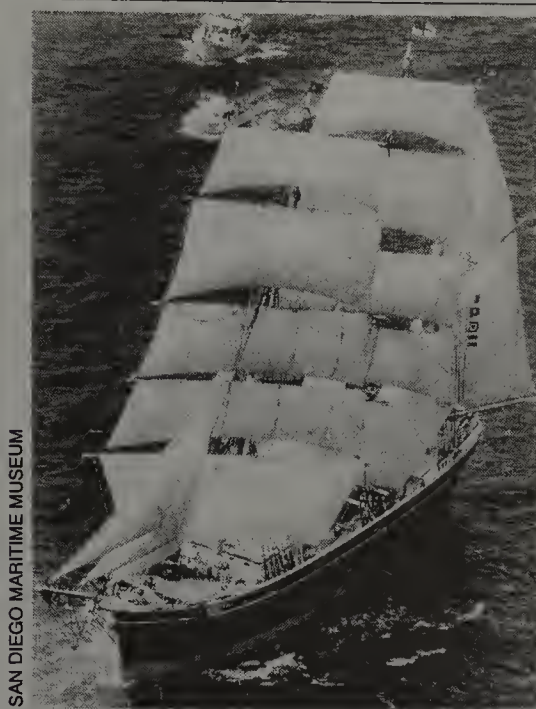
Sausalito's 'Hawaiian Chieftain'.

vived an extraordinary litany of ocean perils including a mutiny, a dismasting in the Indian Ocean, a grounding on the reefs of Maui, entrapment in Bering Sea ice floes, and various collisions.

COURTESY ASTA



MERVYN'S CALIFORNIA GOLD RUSH RACE



SAN DIEGO MARITIME MUSEUM

Lookin' good at 136 — the 'Star of India'.

Toronto businessman, this *Oriole* was completed in 1921 by George Lawley and Sons of Boston.

Still true to her era, she uses no winches. Instead, halyards and running backs are rigged "luff upon luff" for mechanical advantage. Her spinnaker poles are 42 feet long and weigh 125 lbs.

Overall Length: 102'; **Beam:** 19'; **Draft:** 10'; **Rig:** Marconi ketch; **Sail Area:** 14,000 sq. ft.; **Mast Height:** 104'; **Number of Cadets:** 18.

Hawaiian Chieftain — At 78-ft LOA, this distinctive square topsail ketch is a familiar sight on San Francisco Bay. She makes her bread and butter as an active charter vessel, but doubles as a sail training ship in association with the Orange County Marine Institution, the Sea Training Institute and the National Maritime Museum Association. She often spends winters doing programs in Southern California.

Conjuring up images of Captain Hook's treasure ship, the *Chieftain's* design is reminiscent of a Northern European coastal trading vessel of the 1790s. With that as her pedigree, don't be shocked if you see her crew decked out in pirate garb — really. Contact *Hawaiian Chieftain Inc.* for sailing availability: (415) 331-3214.

Overall Length: 78'; **Beam:** 22'; **Draft:** 6'; **Rig:** Square topsail ketch; **Sail area:** 4,200 sq. ft.; **Mast Height:** 75'; **Hull:** steel; **Built:** 1988 at Lahaina Welding Co., Lahaina, Maui, Hawaii; **Trainees:** 49, co-ed, all ages.

Rendezvous — A true pioneer among San Francisco charter boats, the brigantine *Rendezvous* has sailed the Bay for decades. Built of Doug fir over oak, she

was launched in Seattle in 1933, making her the oldest vessel in the SF charter trade.

Apropos of the Gold Rush Race, *Rendezvous* is a 1/3 scale replica of a French brigantine schooner, circa 1817 — which would have made her a youngster of 25 at the peak of the Gold Rush.

A veteran of extensive Pacific Basin and Atlantic voyaging, *Rendezvous* dedicates many hours to her Marine Education Program, in addition to conducting corporate and private charters, as well as individually-ticketed sailings. Call *Rendezvous Charters* for availability at (415) 543-7333.

Overall Length: 78'; **Beam:** 16'; **Draft:** 9'6"; **Rig:** Brigantine; **Sail Area:** 3,182 sq. ft.; **Hull:** Wood; **Built:** 1933 at Seattle, WA; **Homeport:** San Francisco; **Trainees:** 49, co-ed, all ages.

Pilgrim of Newport — Talk about a ship with a unique pedigree. This 118' topsail schooner is a full-scale replica of an American Revolution-era 'Sharp Schooner'. Back in 1970, master shipwright Dennis Holland bought plans for her construction from the Smithsonian Institute, and laid her keel in the front yard of his home in Costa Mesa — it was an era of dreamers.

Much to the surprise of local doubters, he finally launched her 13 years later. Not only did she sail well, but she was a work of impressive traditional craftsmanship.

In '97 new owners Susan and Wade Hall bought her and are currently running hands-on youth education programs



Brigantine 'Rendezvous' is a familiar SF sight.

(for 4th - 12th graders) in association with the Orange County Marine Institute and the Catalina Island Marine Institute. *Pilgrim of Newport* is also available for private and corporate charters. Call the Halls

ous career. With the ability to carry a square sail on her foremast in addition to her typical gaff-rigged-schooner sailplan, she is technically a square topsail schooner. Hopefully, she'll get to fly her entire sail inventory on the trip south.

In addition to youth programs, *Swift of Ipswich* also organizes more challenging voyages for a variety of groups, called Swift Expeditions. Contact LAMI for availability and scheduling at (310) 548-2902.

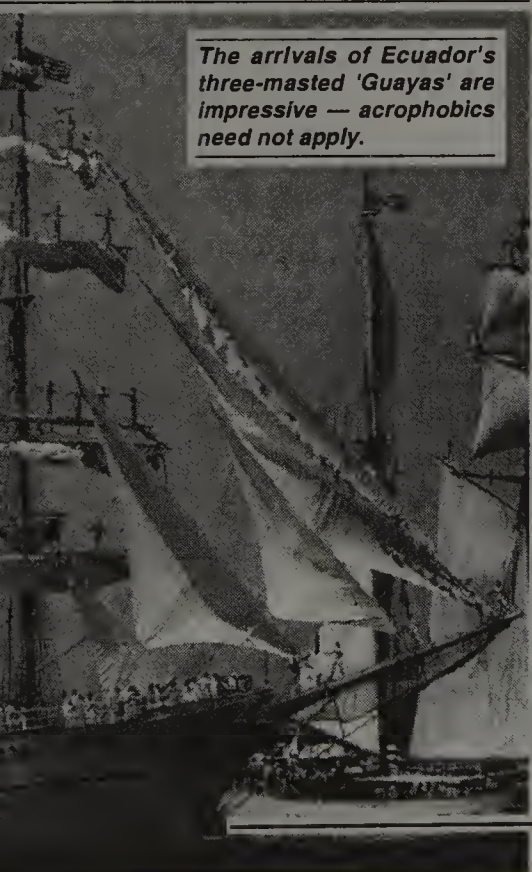
Overall Length: 70'; **Draft:** 10'; **Beam:** 18'; **Rig:** Square topsail schooner; **Sail Area:** 5,166 sq. ft.; **Mast Height:** 74'; **Hull:** wood; **Built:** 1938 by William A. Robinson, Ipswich, MA; **Homeport:** San Pedro; **Trainees:** 49 (day), 31 (overnight), co-ed, age 12 and up.

HMCS Oriole (Canada) — This beautiful 102-ft ketch holds the unique distinction of being the oldest commissioned ship in the Canadian Navy — and the only yacht in the Navy.

But she is not merely a museum piece. In addition to conducting active sail training programs for naval personnel, she is also a regular participant in local and off-shore races like the Vic-Maui, the Transpac and the Swiftsure Classic. Based at Esquimalt, near Victoria, BC, she made an 18,000-mile voyage to Nova Scotia and back for a tall ships event in 1984.

Fourth in a line of private yachts (named *Oriole*) that were built for a

The arrivals of Ecuador's three-masted 'Guayas' are impressive — acrophobics need not apply.



SESQUICENTENNIAL SAILFEST

at (714) 966-0686 for general inquiries or Adventure Outfitters for Gold Rush Race availability at (562) 498-7705.

Overall Length: 118'; **Beam:** 24'; **Draft:** 10'; **Rig:** schooner; **Sail Area:** 6,000 sq. ft.; **Hull:** Wood; **Built:** 1983 by Dennis Holland in Costa Mesa; **Homeport:** Newport Beach; **Trainees:** 82 (days), 28 (overnight), co-ed, all ages.

Although we rarely give a hoot about any vessel without sails, we couldn't possibly neglect to mention that the two last remaining WWII Liberty Ships will also accompany the fleet south. Both the 445-ft SS *Lane Victory*, which is based at San Pedro, and the 441-ft SS *Jeremiah O'Brien*, which is based here in the Bay at Ft. Mason, have both been designated National Historic Monuments. Cal Maritime Academy's training ship, the *Golden Bear*, will also come along for the ride.

In addition to the *Star of India*, a number of other vessels will participate in the Southern California portion of the festivities only. Among them will be the *Brig Pil-*



Still truckin' after all these years, the WWII era Liberty Ship, 'SS Jeremiah O'Brien', will watch over the fleet on the trip south.

grim, a sail training vessel operated by the Orange County Marine Institute of Dana Point. She is a full-size replica of the ship immortalized in Richard Henry Dana's *Two Years Before the Mast*. Call (949) 496-2274 for info.

Another Southern California vessel that will be on hand for the cruise in company from Long Beach to San Diego is the 92-ft topsail ketch *Argus*, which is "used, abused, and loved by Sea Scouts" of Orange County during two- and five-day trips. Call the Boy Scout Sea Base at (949) 642-5031 for info.

The Mervyn's California Gold Rush Race won't compare in scope to the Tall Ships 2000 event planned for Boston a year later, but for old-time sailing ship buffs, it will certainly be a fine warm-up. Not only that, but you won't have to commit to crossing an ocean in order to race with the fleet. And viewing a fleet of this size is a lot more manageable too. With a bit of endurance it should be possible to visit most of the Class A ships in a single day.

These Gold Rush events promise to be unique and truly memorable, so don't allow yourself to miss them — and bring plenty of film!

— *latitude/aet*

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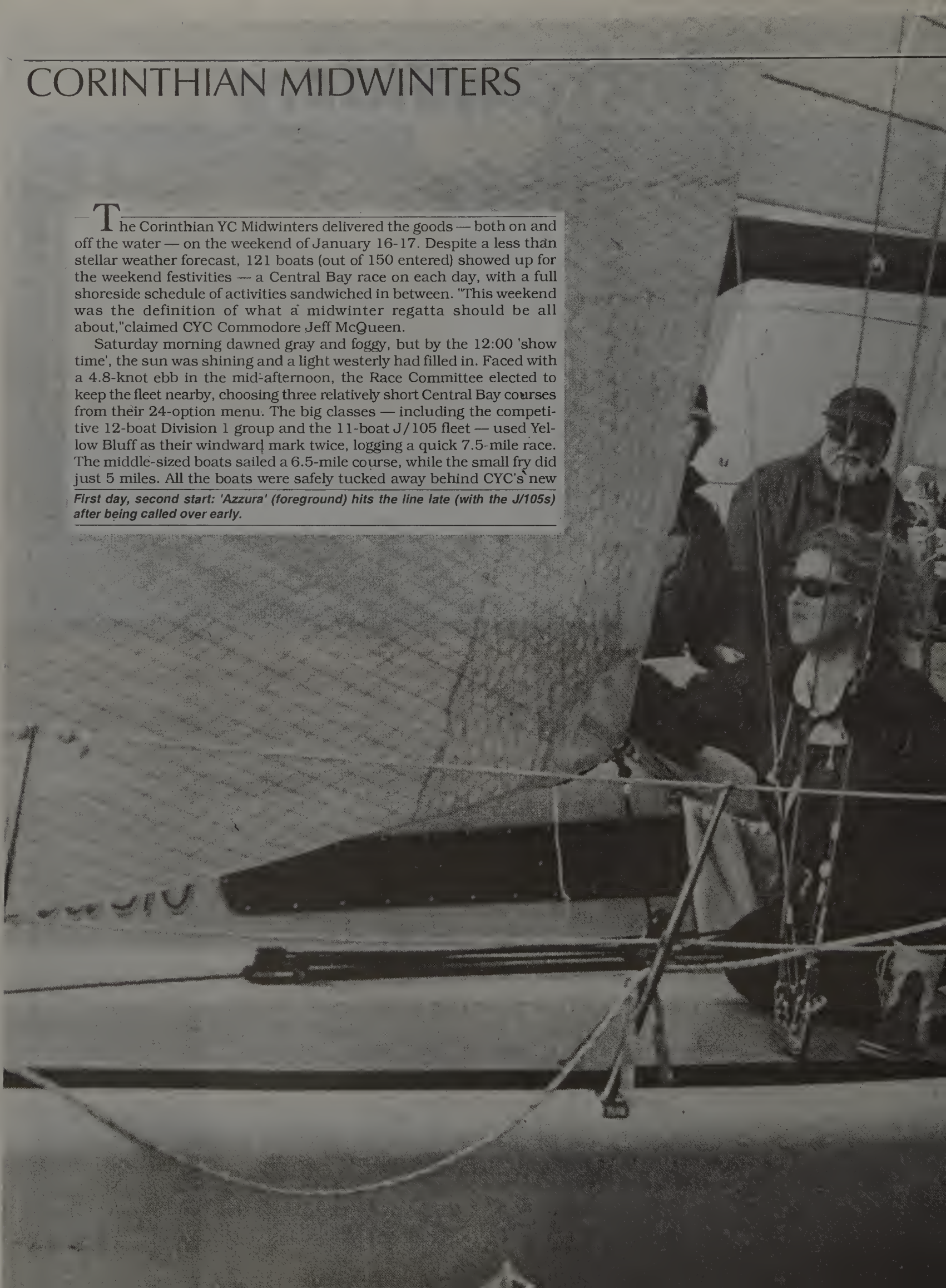
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CORINTHIAN MIDWINTERS

The Corinthian YC Midwinters delivered the goods — both on and off the water — on the weekend of January 16-17. Despite a less than stellar weather forecast, 121 boats (out of 150 entered) showed up for the weekend festivities — a Central Bay race on each day, with a full shoreside schedule of activities sandwiched in between. "This weekend was the definition of what a midwinter regatta should be all about," claimed CYC Commodore Jeff McQueen.

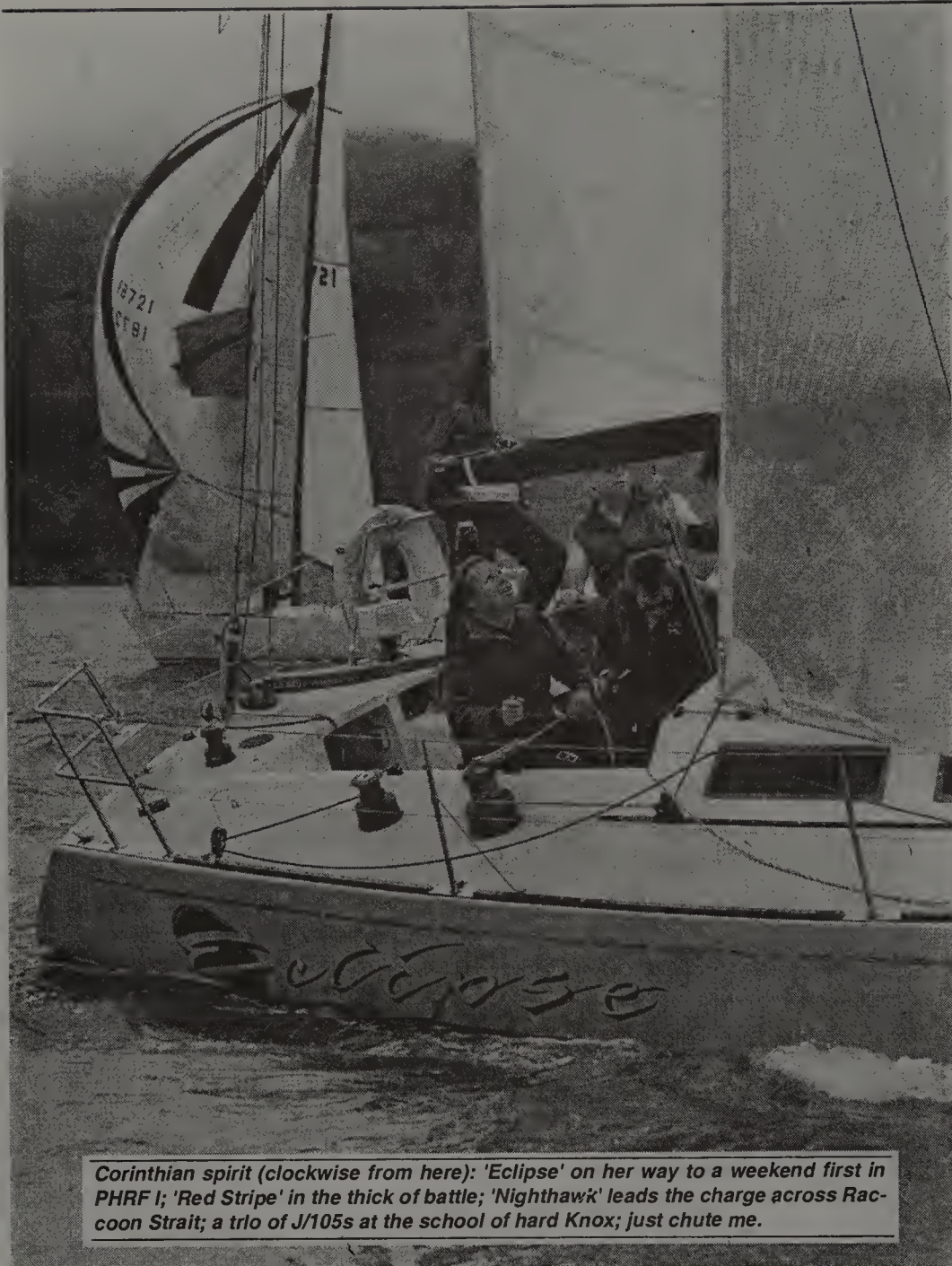
Saturday morning dawned gray and foggy, but by the 12:00 'show time', the sun was shining and a light westerly had filled in. Faced with a 4.8-knot ebb in the mid-afternoon, the Race Committee elected to keep the fleet nearby, choosing three relatively short Central Bay courses from their 24-option menu. The big classes — including the competitive 12-boat Division 1 group and the 11-boat J/105 fleet — used Yellow Bluff as their windward mark twice, logging a quick 7.5-mile race. The middle-sized boats sailed a 6.5-mile course, while the small fry did just 5 miles. All the boats were safely tucked away behind CYC's new

First day, second start: 'Azzura' (foreground) hits the line late (with the J/105s) after being called over early.

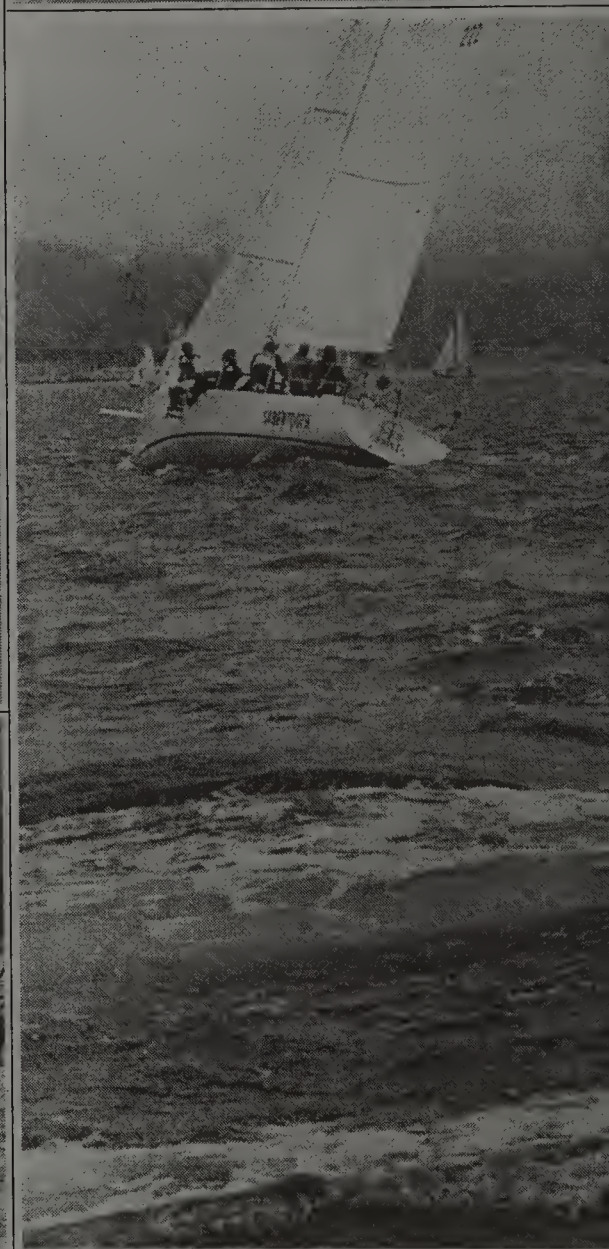
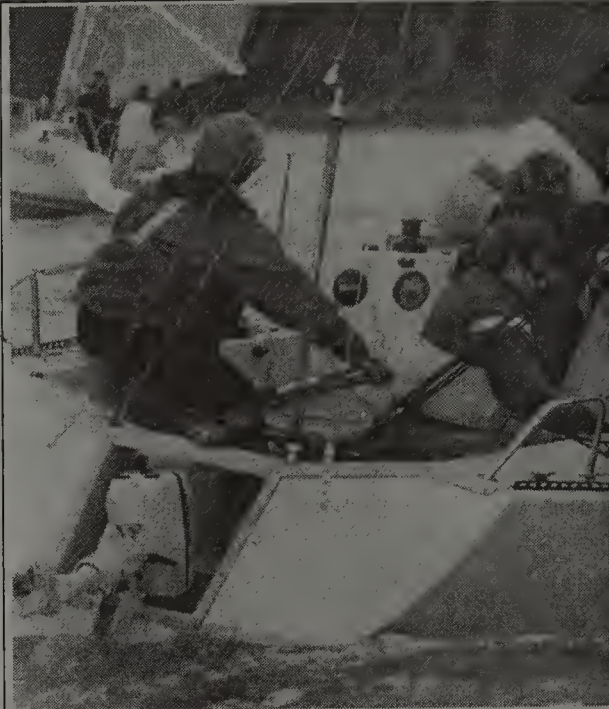


— WHITE HOUSE ANTICS





Corinthian spirit (clockwise from here): 'Eclipse' on her way to a weekend first in PHRF I; 'Red Stripe' in the thick of battle; 'Nighthawk' leads the charge across Raccoon Strait; a trio of J/105s at the school of hard Knox; just chute me.

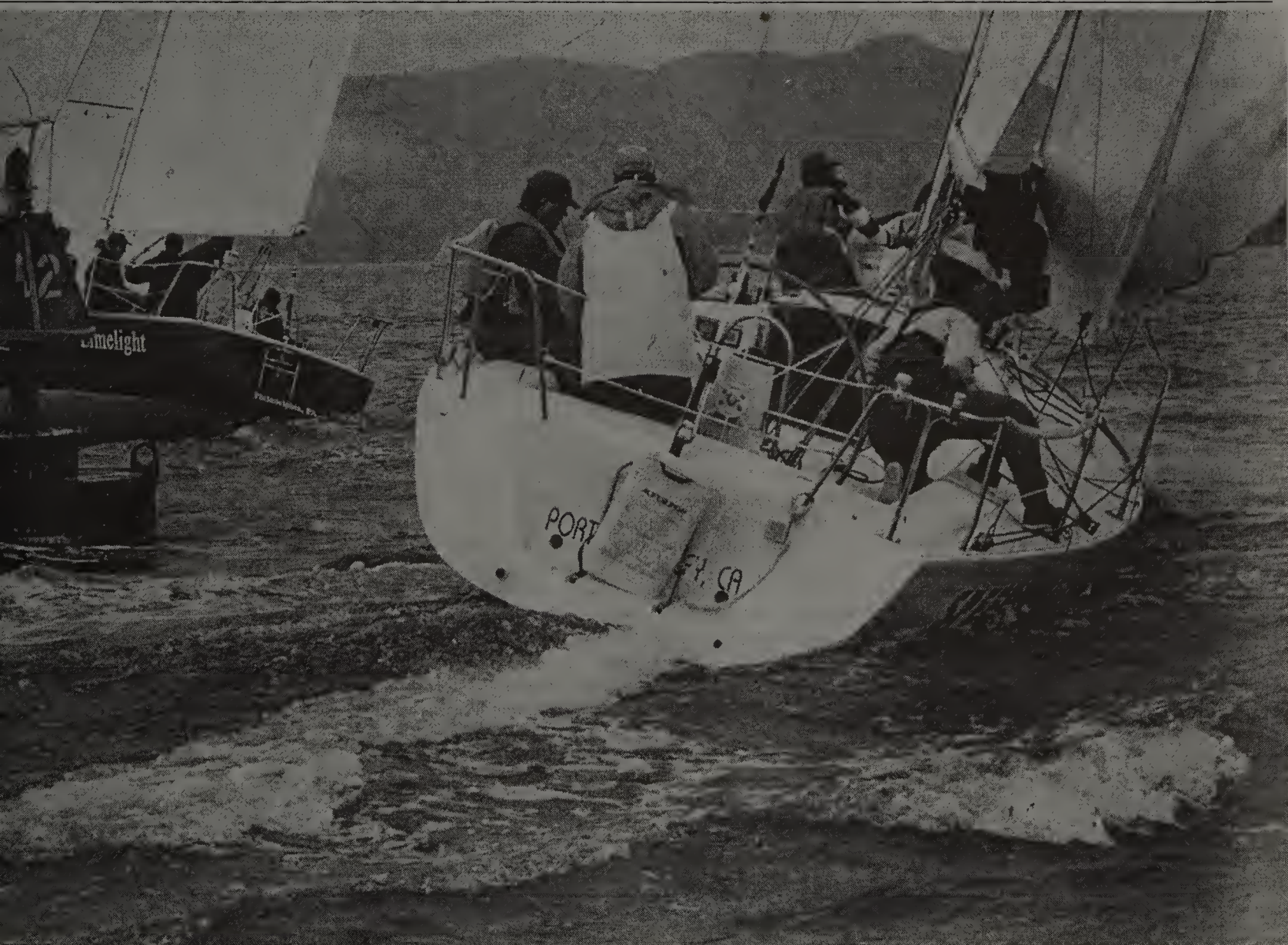


breakwater by 3 p.m., with the overflow ending up at the neighboring San Francisco YC docks.

Two kegs of beer, courtesy of Pineapple Sails, were quickly consumed — enough to "light the party fuse," as bar manager Andy Laura likes to put it. Then with dark-

ness and rain descending, the racers made their way up to the elegant Ballroom to receive their daily trophies. Each of the last four years, this series has introduced a new award (team, top individual boat, top CYC boat) and this year was no exception. Apparently running out

of better ideas, the Race Committee created a 'Most Average Racer' category, awarding nifty *Latitude 38* T-shirts to the boat that finished smack in the middle of its class in Saturday's race. Quantum Sails is similarly donating hats for this just-for-fun cause at the February week-



ALL PHOTOS LATITUDE/JR

end.

After a hearty \$10 Irish stew dinner, the chairs were pushed back and the crowd danced to the Caribbean R&B of the Cow Bay Cruz Boys. The next morning, which was drizzly and windless, the same Ballroom was used for a completely

different experience — about 250 sailors sat spellbound as Mark Rudiger recounted his experience aboard *Sayonara* during the recent Sydney-Hobart debacle. You could have heard a pin drop as Rudiger, now an accomplished public speaker, described the physically and

emotionally draining experience. Mark's presentation was so good (and the weather so lousy) that the RC threw in a shoreside postponement to keep the session going.

Then, as in a movie script, the rain

CORINTHIAN MIDWINTERS

stopped and the wind picked up to 15-18 knots from the southwest — making Blackaller a perfect upwind mark. As the first class headed off into the mist under #3-jibs, the RC sent the 'small' Whaler after *Recidivist*, which had violated the 'I' flag (one minute) rule. As Hans Anderson, the driver and lone occupant, turned the boat and punched the throttle, he hit a wave and was catapulted over the side. The Whaler took off without Hans, running at about 10 knots in a tight circle.

To the amazement of all, particularly to Dave Liggett and the crew of his N/M 39, the Whaler proceeded to miss one boat and then ram into Liggett's *JackRabbit*. Possessed with a mind of its own, the riderless Whaler strafed the port side of *JackRabbit*, ripping their #3, lifting the bow pulpit off the deck, and doing minor damage to the stanchions. Then, it disengaged itself and went hunting for other victims, which fortunately were moving out of range. The 'large' Whaler, which had meanwhile recovered Hans, managed to pull up next to its crazed little sister, and a rider leapt aboard wild west-style to tame the beast. "That was different!" joked Liggett, who was forced out of the race by the bizarre incident, but managed to maintain his sense of humor.

The rest of Sunday's race went off without a hitch, as once again three different race courses — 9.5, 7.5 and 5 miles — were orchestrated to bring the troops home to the finish line within a half hour of each other. Boats dropped off crew and scattered around the Bay, most making it home before the big rains moved in that evening.

The Corinthian Midwinters contin-

JANUARY RESULTS

PHRF I (0-72) — 1) *Eclipse*, Express 37, Mark Dowdy, 3.75 points; 2) *Piper Jaffray*, 11:Metre, Mike Ratiani, 8; 3) (tie) *Allegre*, 11:Metre, Harris/Glockner, and *Raven*, N/M 39, Mark Thomas, 10; 5) *Cha Ching*, BH-41, Scooter Simmons, 11. (12 boats)

J/105 — 1) *Irrational Again*, Jaren Leet, 2.75 points; 2) *Walloping Swede*, Tom Kassberg, 7; 3) *Sabertooth*, Mike Eagan, 7.75; 4) *Limelight*, Harry Blake, 8; 5) *Sails Call*, Ian Charles, 9. (12 boats)

PHRF II (73-108) — 1) *Mischief*, Soverel 33, Bill Moore, 4 points; 2) *Navigator*, Soverel 33, The Melbostads, 4.75; 3) *Petard*, Farr 36, Keith Buck, 6; 4) *China Cloud*, J/40, Brite/Wilson, 9.75. (10 boats)

30-FOOTERS — 1) *Ixxis*, Olson 911-S, Ed Durbin, 1.5 points; 2) (tie) *5150*, J/29, Hans Bigall, and *Preparation J*, J/30, Ron Tostenson, 7. (7 boats)

EXPRESS 27 — 1) *To Infinity & Beyond*, Fred Voss, 1.5 points; 2) *Baffett*, Baffico/Baskett, 4; 3) *Moonlight*, Jim Gibbs, 7. (6 boats)

PHRF III (109-153) — 1) *Mintaka*, C&C 36, Gerry Brown, 1.5 points; 2) (tie) *Furrari*, Wylie Wabbit, Angle & Pete Rowland, and *Harp*, Catalina 38, Mike Mannix, and *Jammin' Too*, Catalina 36, Mike Lamb, 7. (12 boats)

MOORE 24 — 1) *Grunbled*, Simon Winer, 2.75 points; 2) *Hot Rod Lincoln*, Charles Witcher, 6; 3) *Mercedes*, Joel Verutij, 6.75; 4) *Frenzy*, Lon Woodrum, 7. (9 boats)

OLSON 25 — 1) *Baleineau*, Charles Brochard, 2.75 points; 2) *Barking Dog*, Jeffrey Kroeber, 4.75; 3) (tie) *Three Ring Circus*, Dave McMurtry, and *Hamburger Haus*, Jens Jensen, 6. (7 boats)

PHRF IV (154-180) — 1) *Sockeye*, J/24,

Holscher/Etheridge, 1.5 points; 2) (tie) *Quickstep II*, IOD, Mark Pearce, and *Animal Farm*, Wylie 28, Dave Crowe, and *Sorcerer*, C&C Half Ton, Greg Cody, 6. (9 boats)

NON-SPINNAKER I (0-150) — 1) *Bacarati*, Peterson 34, Dave Reed, 1.5 points; 2) (tie) *Ozone*, Olson 34, Carl & Jini Bauer, and *Smogen III*, Custom 36, Julie Le Vicki, and *Adagio*, Beneteau First 405, John Broderick, 7; 5) *Windhover*, Pearson 10-M, Lovell/Hosken, 12. (14 boats)

PHRF V (181-up) — 1) *Faraway*, O'Day 27, Jim Mueller, 2.75 points; 2) *Amante*, Rhodes 19, Kirk Smith, 3.75; 3) *Tutto Benne*, Ranger 23-T, Mike Warren, 5; 4) *Patience*, Ranger 23-T, John Baler, 8; 5) *Sequel*, Catalina 27, Scott Hester, 12. (13 boats)

KNARR — 1) *Whistler*, Bill Lauhorn, 1.5 points; 2) (tie) *Huldra*, Jim Skaar, and *Gannet*, Bob Thalman, 6. (4 boats)

NON-SPINNAKER (151-up) — 1) *Tension II*, Cal 20, John Nooteboom, 2.75 points; 2) *Roeboat*, Catalina 30, Rod Decker, 6.75; 3) *Morgan*, Cal 20, Marcia Peck, 7; 4) *Santa Maria*, Santana 22, Chris Giovacchini, 8. (11 boats)

MULTIHULLS — 1) *Erin*, Antrim 30+, Dan Buhler, 2.75 points; 2) *Pegasus*, F-27, Andrew Pitcairn, 3.75. (5 boats)

TEAM TROPHY — 1) *Team CYC* (Corinthian YC) — *Sockeye*, *Smogen III*, *Tension II*, 5.496 points; 2) *Future Has Beens* (San Francisco YC) — *Eclipse*, *Navigator*, *Quickstep II*, 5.041; 3) *Corinthian Animals* (Corinthian YC) — *Baleineau*, *Raccoon*, *Sabertooth*, 4.612. (11 teams)

ues (and concludes) on February 20-21. In a shameless effort to attract a dozen or so more boats — and thus pass BYC/MYCO's Saturday series to claim the 'biggest' midwinters mantle — the club is accepting entries for the second weekend at the reduced entry fee of \$25. "They've already got us beat in terms of 'total waterline length' and 'most crew'," conceded BYC's Bobbi Tosse. "But we still have more boats, even if they're smaller!"

That could change a month from now — call the Club at 435-4771 for details if you're inclined to join the fun. What hopefully won't change is the good racing, the shoreside ambience, and just sheer fun and camaraderie of spending another weekend together at the Corinthian Midwinters.

Top finishers of the first weekend are in the box above. Full results can be found at www.cyc.org.

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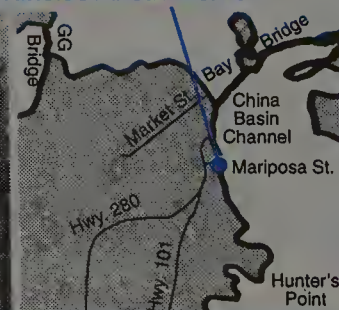
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Handicap Division Association (HDA)	\$145	(\$160 Non-USSailing Mbr.)	_____
Ocean Yacht Racing Association (OYRA)	\$150	(\$160 Non-USSailing Mbr.)	_____

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Any Other Subsequent Ocean Race	\$50	(\$55 Non-USSailing Mbr.)	_____

Name of race requested _____

TOTAL _____

RACE ENTRIES ARE DUE 5PM MONDAY PRIOR TO THE RACE

Entries will be accepted until 5PM on THURSDAY prior to the race;

however A \$35 LATE FEE MUST accompany any application received after MONDAY at 5PM.

In consideration of being admitted to membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by the rules of the United States Sailing Association and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with minimum equipment requirements. I agree to hold harmless the officers, agents and employees of the YRA, its member Association in any activity to which this entry form applies. I further warrant that I have not relied upon any of the above named entities or individuals in preparing my yacht for racing.

Signed: _____

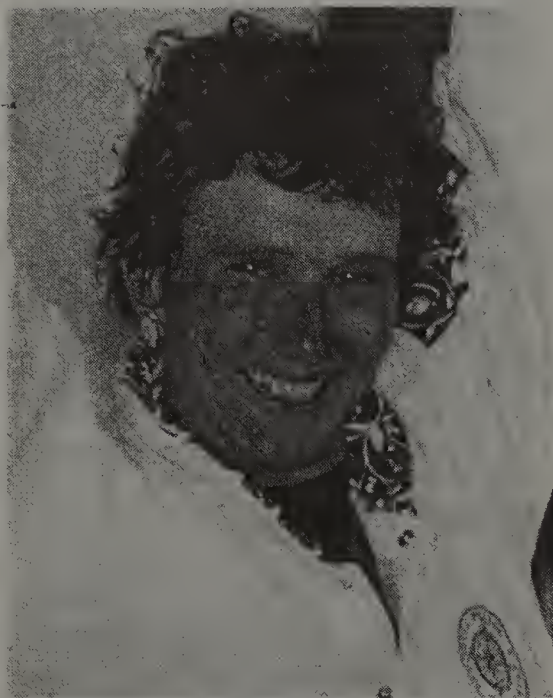
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AROUND ALONE

Darwinism was hard at work on Leg II of Around Alone, the singlehanded race around the world that started in Charleston last September. Survival of the fittest



Lots to smile about — veteran singlehander Isabelle Autissier (above) may finally have broken her Southern Ocean curse. Around Alone rookie Brad Van Llew (right) is surprising everyone with his strong showing in Class II.

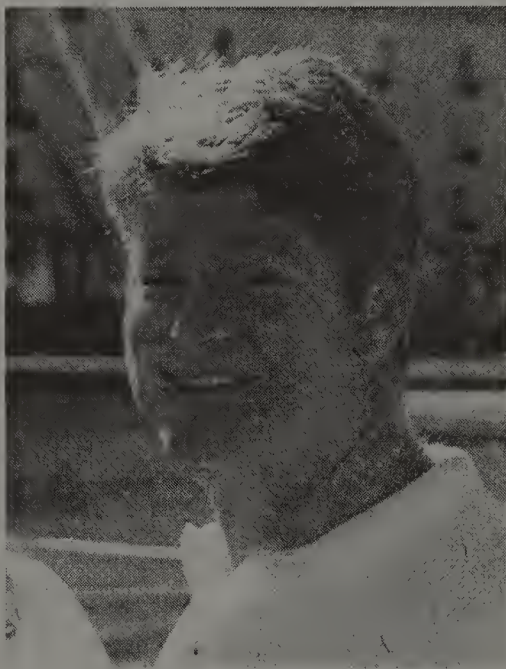
is the name of this game, and as boats arrived in Auckland in January, it was plain the 13 surviving entries are among the 'fittest' since this quadrennial event began as the BOC Challenge back in 1982. With two legs and 14,000 miles of open ocean racing behind them, the '98-'99 fleet was at the halfway point and taking a well deserved rest.

A look at the scoreboard shows — surprise, surprise — that two French sailors top the standings. But that's only a small part of the story. How Isabelle Autissier (Class I, 60 footers) and J.P. Mouligne (Class II, 50 feet and below) got there has been a crapshoot of epic proportions, even for this race. Fate or fortune smiled equally capriciously on the 'place' and 'show' boats in each class. And everyone had a story to tell.

Take January 1. On the day that most of America was glued to television sets watching endless parades and football games, Giovanni Soldini sailed his 60-ft *FILA* across the finish line off Auckland (about 4:25 a.m. January 2 there). The charismatic Italian's broad smile was not only in deference to the throngs of cheering spectators out to see him at that hour, but for his reversal of fortunes from Leg I, during which he'd come in a distant third. On Leg II, he led most of the way,

and with the win, cumulatively trimmed his deficit to only 18 hours.

New Year's didn't go quite so well for



the next boat in line. Earlier in the morning, Leg I winner "Iron Mike" Golding tried to cut the northern corner of New Zealand

too close. Team Group 4 was doing 15 to 17 knots when its keel struck the sandy bottom off Point Reinga. The grounding nearly ripped the canting keel and its supporting structure out of the bottom of the boat. To add to the embarrassment, a press helicopter was filming TG4 at the time and caught the whole thing on video.

But it was more than just embarrassing. Golding — a 37-year-old former British firefighter who has completed two British Steel Challenges and a singlehanded round-the-world-the-wrong-way record voyage — called in a *Mayday*. With TG4 taking on water fast, he was towed to safety in small bay nearby. Several days later, TG4 was towed into Auckland, effectively disqualifying her from the leg.

It was a moot point. Close examination of the boat revealed severe structural damage that was not repairable in time for the February 6 start of Leg III. Golding, who called the incident "the stupidest thing I've ever done", regretfully announced his withdrawal from the race.

In roughly the same area, though farther offshore, third placer Marc Thiercelin also slammed into something that brought his 60-ft *Somewhere* to an abrupt



— HALFTIME REPORT

and Franco-American J.P. Mouligne (he lives in Newport, Rhode Island) both admitted to fears about their first foray into

halt. He didn't get a good look, but it's thought he might have hit a container that was floating just below the surface. The collision whacked the boat's twin-rudder system, causing Thiercelin to drop his sails for a couple of hours to make repairs.

While he was doing that, Isabelle Autissier shot by aboard *PRB* in perhaps the most incredible comeback in the history of the BOC/Around Alone. Plagued by mast-track problems earlier in the leg, the two-time BOC veteran had been nursing her double-reefed yacht along a more northerly — and less windy — course for most of the leg. She finally arranged to meet a repair crew in Adventure Bay, a tiny inlet on the south coast of Tasmania.

Repairs took the better part of a day. However, instead of coming in a distant last in class, she emerged to ride a powerful front while the frontrunners were all but stalled out in light winds ahead. By January 1st, she had caught up to within only a few miles of them. "Everything seems possible again," she wrote as she sailed by Thiercelin and Golding into second place.

BILLY BLACK



Overall race leaders Autissier on '*PRB*' (left) and J.P. Mouligne on '*Cray Valley*' (above).

Then she hit a whale.

The collision, which occurred soon after she'd rounded the by-now infamous Cape Reinga, also damaged her rudders. (All five Class I boats and most of the Class IIs have twin rudders. The arrangement is effective at keeping a full blade in the water when the boat is heeled. The weakness is that the rudders are not 'protected' by the keel as in a normal configuration.) Isabelle also had to pull in the reins and stop to rig her emergency rudder. In the interim, Thiercelin passed her again.

And remember, all this happened in just one day!

Thiercelin maintained a slim lead, finishing in second place on January 3. Autissier came in an hour and 10 minutes later to claim third in the leg. Her cumulative times, however, put her atop the leaderboard in both class and fleet.

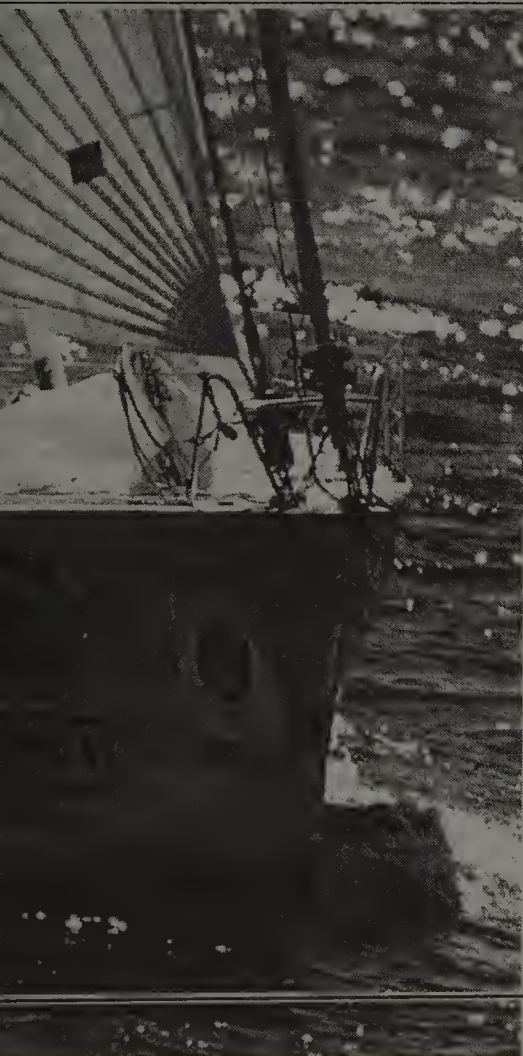
The Leg II start off Cape Town on December 5 was held under moderate conditions and heavy foreboding. Race rookies like California's Brad Van Liew

the Southern Ocean. They weren't alone. Whether anyone else admitted it or not, the somber mood of both veterans and first-timers spoke volumes of the campaign they were about to join.

In every round-the-world venue from Around Alone to the Vendée Globe to the Whitbread, the Southern Ocean legs are historically the ones that make you or break you. In the '82-'83 BOC, two boats pitchpoled down there, way beyond the range of search and rescue aircraft. Both skippers were rescued by fellow competitors. In the '94-'95 race, Britain's Harry Mitchell set off his EPIRB in the Southern Ocean 1,500 miles west of Cape Horn. He was never heard from again.

South of the Great Capes, the storms that rake up out of the Antarctic are dense, wet and freezing cold, and the swells can have a thousand unimpeded miles of energy behind them. Old time sailors gave special names to those latitudes: the roaring forties, furious fifties and screaming sixties. As anyone who has sailed there can tell you, the names still fit.

A couple of competitors were so concerned about Leg II that they remained



BILLY BLACK

AROUND ALONE

in Cape Town on start day, preferring to sacrifice days in order to insure their boats were ready. Russian Class II sailor Fedor Konioukhov started three days later. Two-time BOC veteran Robin Davie didn't get going until nearly two weeks later, putting his entire race in jeopardy. If he didn't arrive in Auckland by noon on January 30 — and at presstime it looked as if he wouldn't — he will have been disqualified.

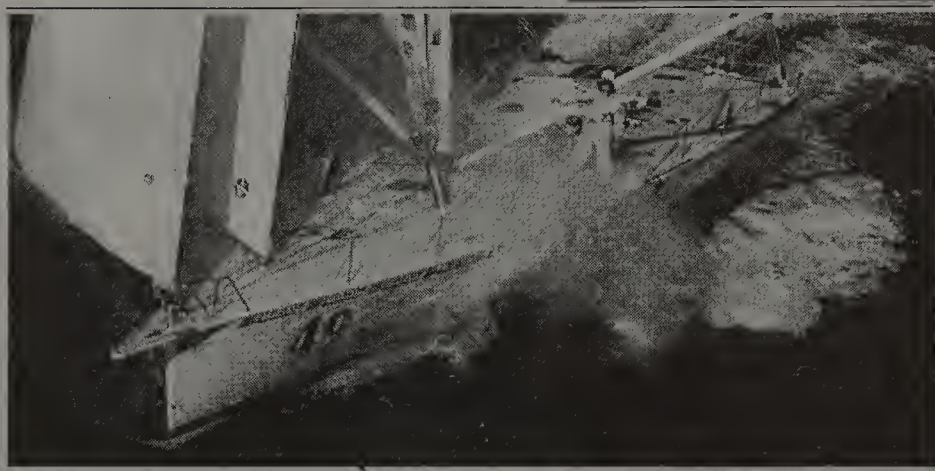
T rue to form, within a day of the start, the fleet was blasted by big wind — a husky 40-knot northwesterly with gusts to 50. The four Class I leaders took off, ticking off one 300-mile day after another. Marc Thiercelin had the top speed of the quartet, reporting a brief, 32-knot charge. (He later reported a race-high burst of 38 knots.) By Wednesday, four days out, tracking software at race headquarters showed Autissier, Soldini, Golding and Thiercelin screaming east, 20 miles apart yet nearly abeam of each other — with a slight, 30-mile edge in favor of the most southerly boat, Isabelle's *PRB*. In another few days, though, Soldini would take over the Class I lead and never relinquish it.

In Class II, all eyes were on the smallest boat in the fleet, Viktor Yazykhov's 40-ft *Winds of Change*. The tough, crazy Russian who garnered world attention by operating on his own arm in Leg I was somehow holding tenaciously onto sec-

End of the line — the mangled keel on Golding's 'Team Group 4'.



BILLY BLACK



ond place behind Garside on *Magellan Alpha*. For a week and a half, Yazykhov charged along, averaging better than 11 knots and holding off Van Liew and Mouligne. But as the latter learned the tricks of the Southern Ocean, they gradually crept up, finally sailing by *Wind of Change* on December 15. Yazykhov, despite continued weakness in his right elbow, soldiered on to take fourth in Class.

The weather was not so kind to some of the smaller boats. Both Minoru Saito of Japan and American George Strickler returned to Cape Town to repair their Class II craft. When Strickler had to return a second time, he threw in the towel, whittling the combined fleet to 14 boats. (Golding's crash would later make it 13.)

A week later, all 14 took a vote on an unusual request: a revision of the first of two mandatory waypoints. Race rules required the fleet to pass north of Heard Island (53°S, 72°E). The normal strategy is to pass over a relatively shallow shelf between tiny Heard and the Kerguelen Island group, about 400 miles to the northwest. However, seas were already large on the shelf — the Kerguelen Plateau, as it's called — and they were building up even higher ahead of a very intense low pressure that would arrive in the area at the same time as the lead boats.

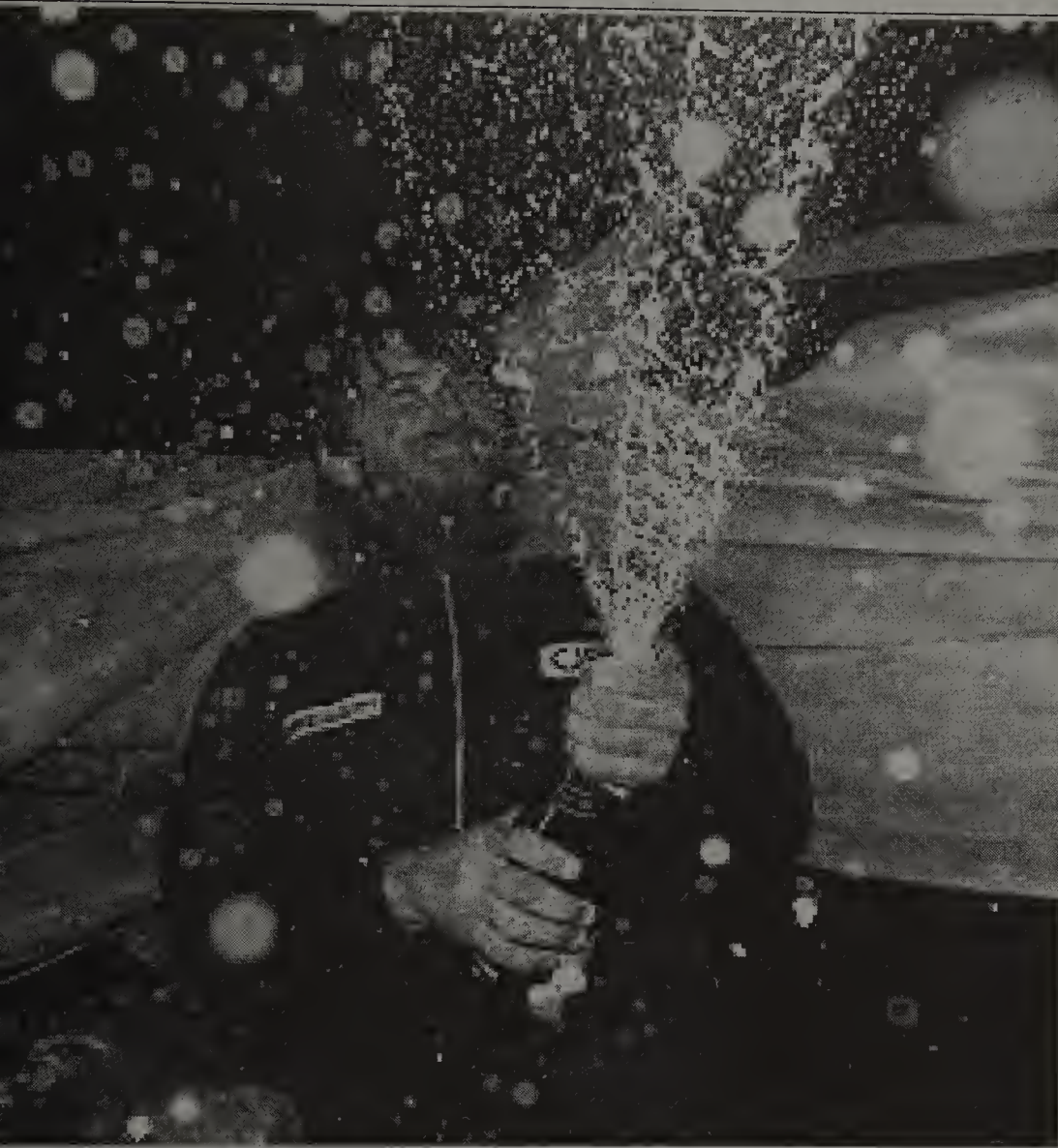
"When the resultant seas and swell hit the plateau, the conditions could have been very dangerous," noted AA Race Director Mark Schrader.

Soldini and Autissier conferred with Schrader and the rest of the race committee and decided to establish an voluntary waypoint. If all racers agreed, the fleet would sail north of 46°S, 70°E — north of the Kerguelens and more than 400 miles north of the original waypoint — and thus avoid the storm. Although the safety measure put wrinkles in some carefully laid

tactics (it caused several boats to have to sail right into high pressure zones), a vote was taken and the 'measure' passed. All Class I boats and the leaders in Class II honored the new 'mark'. The boats farther back were allowed to pass the original Heard Island waypoint, since the weather would have changed when they got there.

T he other waypoint in Leg II was more of a 'gate'. At some point in their passage between 105° and 120° east longitude, all boats had to sail north of the 46th parallel. This rule was established to keep the fleet within reach of rescue organizations. All boats except one worked this jog into their scripts. The lone dissenter was Konioukhov, who sailed his Class II boat *Modern University for the Humanities* right past 120 without ever even veering north.

At this writing, Konioukhov faces disqualification for the gaffe. But it's an odd situation. The 47-year-old adventurer — he has climbed Mount Everest and skied



Giovanni Soldini celebrates his first-to-finish victory in Auckland. Inset, 'FILA' hits Mach 1.

to the North Pole, among other things — rarely communicates directly with the race committee. Instead, he sends messages through his son, Oscar, who lives in Moscow.

According to Oscar, papa Konioukhov's boat has been all but out of electrical power for most of the leg. Neither the main engine nor genset would start, and with 25 straight days of overcast on Leg II, the solar panels didn't have a chance to work. With no way to move water ballast, and no power for the autopilot, he was hand-steering dead downwind under twin headsails. Pundits and those writing 'letters to the editor' on Quokka Sports Around Alone website (www.aroundalone.com) have been urging race officials to let the guy slide. Race director Schrader, doubtless feeling a bit like a Republican senator at the impeachment trial, wasn't so sure. At this point, it might not matter. As of presstime, it didn't look like Konioukhov was going to make the January 30 deadline, either.

For all its infamy, the great Southern Ocean has its beauty, and its logic. At least according to the race's youngest competitor and only remaining born-and-raised American entry, 30-year-old Brad Van Liew.

"Once you understand how the Southern Ocean works, it's not so hard to keep the boat going. And it does work — bad, but it works. Our weather forecasting was very good. You get used to the fact that weather will arrive 'on schedule,' and you can use the information to your best advantage.

"Things get bad down there, but they get bad slow. It's not like, say, a Hawaii race where you get pounded by a squall for five minutes and then it's gone. In the Southern Ocean, you pretty well know what's going to hit you well in advance.

"That's not to say it's not tumultuous out there. It is," added Van Liew. "Sometimes you have a northwest swell colliding with a southwest swell and if the boat's in the wrong place, it gets picked up and

thrown." It happened to Van Liew on Christmas Day. He was standing at the engine controls when the boat — and Brad — became airborne. Brad, who runs an air charter business back home in Southern California — remembers flying across the cabin, then waking up with his hair matted in blood. His head had struck a valve in the galley and rendered him momentarily unconscious.

"I thought the helmets the race committee supplied to us were a joke," he laughed. "I think I'll wear mine next time."

"There is a strong low pressure area over Bass Strait," wrote J.P. Mouligne in a December 26 dispatch to race headquarters in Charleston. "Being just west of it is giving us a good south to southwest wind. The three 60s in front of me are not so lucky and are battling a wind from the northeast which is supposed to develop to storm conditions."

That eerie forecast portended a lot more grief to another racing fleet than it visited onto the leading Around Alone boats. That's the 'Southerly Buster' that landed right in the middle of the 1998 Sydney to Hobart Race and decimated the fleet. Six lives were lost, and almost that many boats. (See story elsewhere in this issue for more on the Sydney-Hobart.)

Far to the south, below Tasmania, it was just another front to be used and/or endured by the Around Alone front-runners. None reported conditions out of the ordinary, at least for the Southern Ocean.

Unusual conditions *did* play havoc with competitors Mike Garside and Brad Van Liew, who transited the area two and three days later, respectively. . .

"That thing sucked so much energy out of the systems in the Tasman that it was an almost windless scenario for Mike and me," noted Van Liew. After the wild and woolly Southern Ocean, where *Balance Bar* averaged 250 to 280-mile days, it was quite a shock to enter the warm, light-air Tasman and do only 80 miles in 24 hours. "I would say that change of gears was the biggest mental challenge of the whole leg," noted Van Liew. "All of a sudden, it was hard to keep the boat going. At least I could run around the boat in shorts instead of foulies."

Once the wind filled back in, however, the Tasman was Van Liew's ace in the hole. Throughout the race, he had lost ground to 'the Finot twins', as he refers to Mouligne's *Cray Valley* and Garside's *Magellan Alpha*. Both are relatively new

AROUND ALONE STANDINGS (AS OF 1/25/99)

CLASS I						
yacht	skipper	class rank	fleet rank	leg 1	leg 2	cumulative time
PRB	Isabelle Autissier (FR)	1	1	34d,21h,35m,51s	28d,21h,53m,00s	63d,19h,28m,51s
Somewhere*	Marc Thiercelin (FR)	2	2	35d,04h,45m,14s	28d,20h,42m,00s	64d,01h,27m,14s
FILA	Giovanni Soldini (IT)	3	3	37d,14h,14m,42s	27d,05h,24m,52s	64d,19h,39m,34s
Gartmore Invest Mgmt	Josh Hall (UK)	4	4	36d,20h,43m,49s	33d,00h,13m,31s	69d,20h,57m,20s
Modern Univ Hum	Fedor Konioukhov (RUS)	5	14	62d,07h,20m,14s	not finished at presstime	N/A
Team Group 4	Michael Golding (UK)	N/A	N/A	34d,18h,54m,44s	retired	N/A
CLASS II						
Cray Valley	Jean-Pierre Mouligne (FR)	1	6	40d,12h,56m,44s	29d,09h,49m,37s	69d,22h,46m,21s
Magellan Alpha	Michael Garside (UK)	2	7	41d,11h,01m,21s	35d,16h,49m,56s	77d,03h,51m,17s
Balance Bar	Brad Van Liew (USA)	3	8	41d,12h,28m,27s	35d,16h,52m,17s	77d,05h,20m,44s
Wind of Change*	Viktor Zazykov (RUS)	4	9	62d,04h,07m,25s	36d,00h,16m,00s	98d,04h,23m,25s
No Barriers	Neal Peterson (SA)	5	10	51d,21h,13m,40s	not finished at presstime	N/A
Shuten-Dohji II	Minoru Saito (JPN)	6	11	55d,09h,50m,22s	not finished at presstime	N/A
Paladin II	Neil Hunter (AUS)	7	12	61d,01h,29m,51s	not finished at presstime	N/A
South Carolina*	Robin Davie (USA)	8	13	70d,06h,26m,09s	not finished at presstime	N/A
Rapscallion III	George Stricker (USA)	N/A	N/A	49d,06h,26m,09s	retired	N/A

* indicates boats which incurred time penalties for arriving late in Charleston before the start. These penalties have been added to Leg 1 times.

off-the-wind skimming dishes, while *Balance Bar* is an older, narrower design (Alan Nebauer's ex-*Newcastle Australia* from the '94-'95 bout.) But with some wind ahead of the beam for a change, Van Liew started catching up with the Class II leaders, setting the stage for one of the most dramatic finishes in BOC/Around Alone history. Yes, even more dramatic than Isabelle's!

Mouligne was uncatchable. He had established such a huge lead that he finished 12 hours behind Isabelle, in fourth overall — four days ahead of the next Class I competitor, Josh Hall on the gremlin-plagued 60-footer *Gartmore Investment Management*.

But Mike Garside, almost a week behind Mouligne, was definitely at the nail-biting stage. The 57-year-old ex-British special forces officer, sailing '*Alphie*', as she's known in the fleet, knew that *Balance Bar* was the better boat upwind and in light air. He also knew that's exactly what Van Liew was getting. His goal had been to get *Alphie* at least 500 miles ahead of *Balance Bar* by the time they reached the Tasman. He almost made it.

"My strategy was to try to preserve my boat in the Southern Ocean and then set up a scenario in which I could catch J.P. or Mike in the Tasman," recalled Van Liew. "*Alphie* was 470 miles ahead when the opportunity came. I worked very hard to nip his lead. As I caught up, he was forced to come into my area and cover my play..." (Skippers know where all their competi-

tors are through the ComSat positioning system, which updates each boat's position four times a day.)

As the two boats approached the tip of New Zealand, they caught sight of each other. "We were sailing in very light air," recalls Van Liew, "connecting these tiny zephyrs of wind into some sort of forward progress." Neither skipper had slept nor eaten much for more than a day — a scenario that wouldn't change much for the next 36 hours.

The first night — if you can call the four hours of darkness in those latitudes 'night' — found the two boats in a tacking duel. But soon after rounding Cape Reinga, they got some breeze and took off down the coast for the 200-mile sprint to the finish. Never more than a mile apart, they were sometimes within 100 yards of each other. Sometimes, they were within 100 feet.

"I was an extremely fun day, absolutely awesome conditions," said Van Liew. "We were on a tight reach, had 30 knots across the deck, doing 15 knots with both boats completely overpowered. We were both driving, both completely intent on keeping the boats under control, but on the edge. It's the best racing I ever remember doing."

About 15 miles from the finish, as they began threading through a group of small islands, *Balance Bar* slid by *Alphie*. Van Liew held onto his tenuous lead until 5 miles before the finish, when the wind swung a bit aft and *Alphie* cracked off and

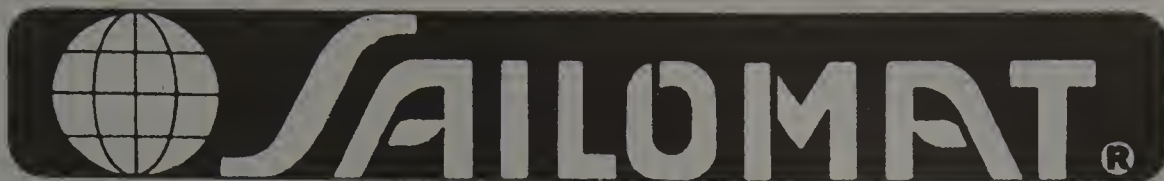
surged ahead. As Garside pulled alongside in the final stretch, the two boats were 30 feet apart — after 7,000 miles of racing! Close enough that the two sailors were exchanging friendly banter.

"I told him we were so close maybe we should have fenders out," says Brad. Garside replied, "Maybe we should just tie this thing up and go through the line together!" In the end, *Alphie* finished 2 minutes and 21 seconds ahead of *Balance Bar*. In the overall standings, after 14,000 miles of racing, *Cray Valley* leads Class II by four days. *Magellan Alpha* holds onto second, but not by much. The combined times of Legs I and II show *Balance Bar* in third by exactly 1 minute and 29 seconds. If that's not great racing, we don't know what is!

They are laughing now. Telling their stories. Spending time with their families and working with their support crews on their boats. But soon after this issue hits the streets, the mood will once again be somber. Leg III, which starts February 6, will take the fleet from Auckland to Punta del Este, Uruguay, 6,000 miles away. And this time, the route includes the Southern Ocean and Cape Horn.

"I think in the next leg we'll go a lot farther south," noted J.P. Mouligne. "It's a very impressive area. It blows all the time. The seas are very big. I think it is going to be a very tough leg."

— latitude/jr



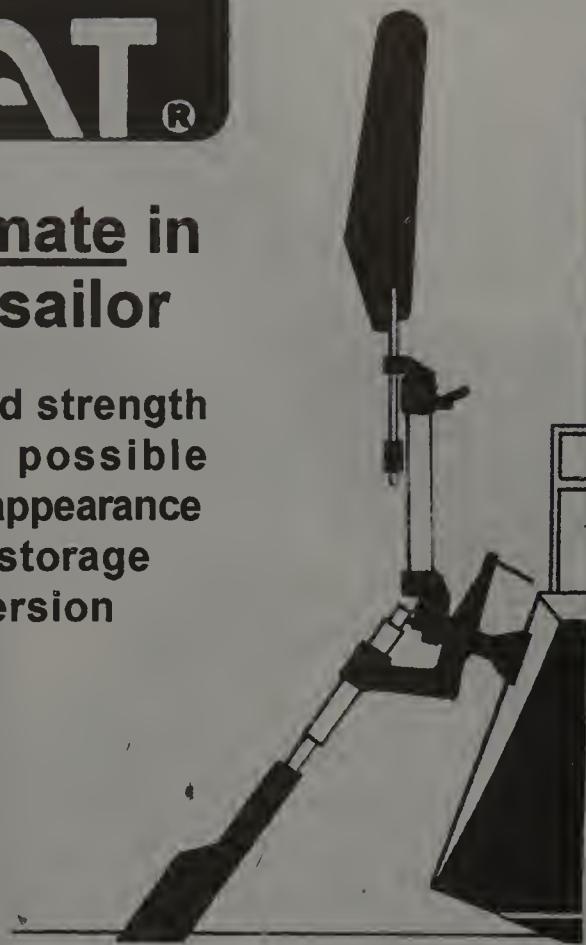
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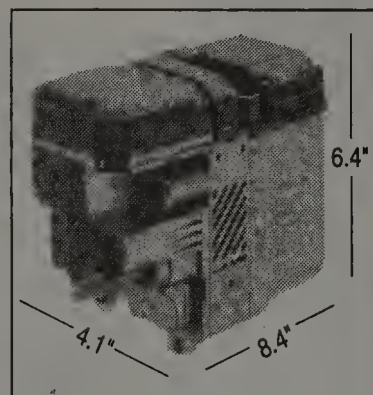
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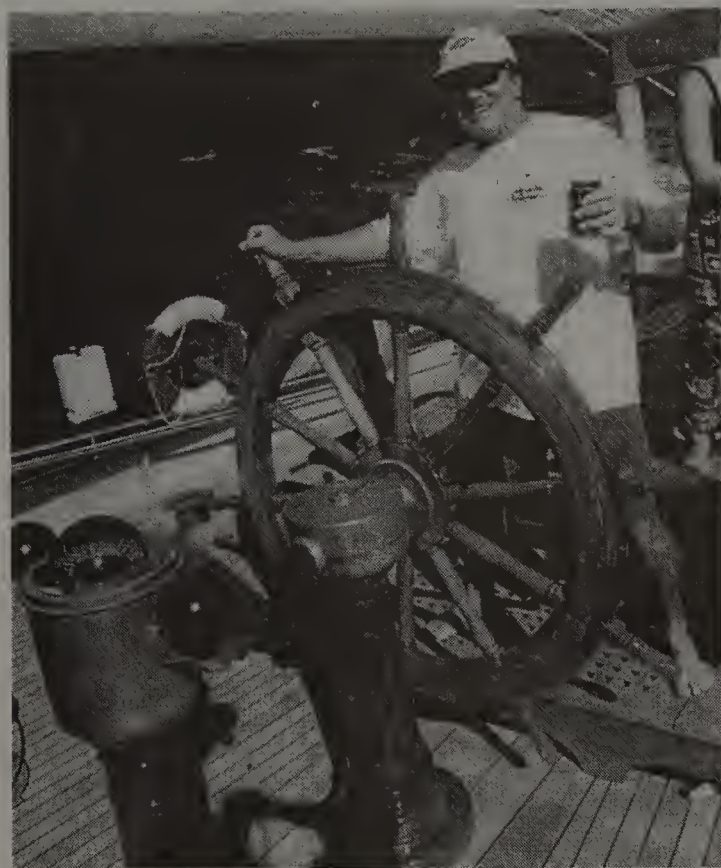
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YACHTING WITH STYLE:

Is there a more stylish move in yachting than sailing off the hook? We don't think so, because

an anchored boat and put a big dent in our checkbook.

than being at the wheel as you might expect, Goss walked around overlooking the work of the 16 crew. One of the day guests was at the helm.



Setting the sails on a boat like *Adix* is not child's play. For one thing, there's eight of them in the 'working set', and they're not made of the light fabrics used for J/24s. Secondly, the boat carries a mind-boggling 5,600 square feet of sail. So even with the help of power winches, it's hard work.

Jobs that are easy on normal-size boats — such as removing the sail ties, tailing, and flaking the halyards — are major tasks on *Adix*. Indeed, it took only a minute or so in the tropical heat before most of the hard-working crew were drenched in sweat.

Unlike some of the modern mega sailing

yachts that go for the ultra sleek look, *Adix* is totally traditional. As such, there was a dilemma with the lines; how to get high strength with a traditional look? Money can solve some problems. In this case, the solution turned out to be Spectra, for incredible strength, combined with polyester for the traditional look of three-strand.

It takes more

when it's done properly, it's so smooth and quiet, and demonstrates that the skipper and crew have become one with the boat.

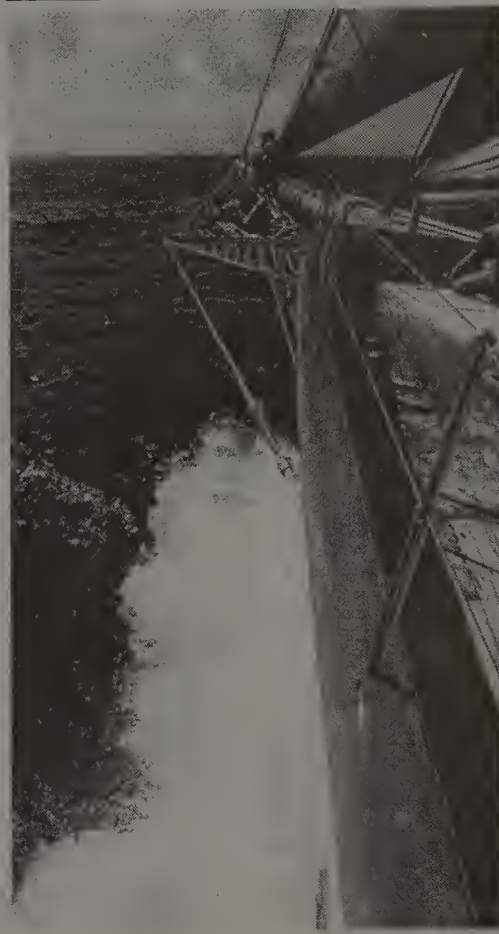
It's best to sail off the hook with smaller boats, because if you make a mistake, you can fend off other boats without causing too much damage. We know, because about 20 years ago we sailed off the hook with our 41-foot *Bounty II Flying Scud*, made the mistake of setting the jib instead of the main and — unable to come up into the wind — crushed the taffrail of

At St. Barths on January 2, we sailed off the hook once again, this time aboard the 212-foot, 291-gross ton, three-masted schooner *Adix* which, to our knowledge, is world's largest — and perhaps most elegant — private sailing yacht. Thankfully we weren't in command, that position being held by the supremely more competent Tasmania native, Paul Goss. Having been with the magnificent yacht for more than a decade, Goss seems to be completely in tune with her. But rather



than muscle to bring *Adix* to life. Because it's something like 150 feet from the helm to the bow, and because there are a blizzard of lines and

stays, sailing the schooner requires teamwork. With so many complex and potentially hazardous jobs to be done, the schooner is no place for lazy or inattentive crew. It turns out that flogging isn't necessary, however, as





out over the wide open spaces of the back of the boat, an area surprisingly unprotected by lifelines.

Interestingly enough, when the giant schooner heels on a reach, she's neither the easiest or safest boat to move around on — because she has such huge open spaces. If one were to be jolted free from the starboard midship rail, for example, it would be possible to slide 29 feet down between the deckhouses to the port rail, gaining momentum all the way. Granted, it would be a smooth slide, what with the beautifully laid decks that were installed at Stone Boat Yard in Alameda a few years ago.

Adix has a tremen-

everyone takes great pride in being a part of a magnificent working yacht. As deckhand Jonathan Heasman puts it,

"*Adix* is such an awesome boat that no matter how many times we sail her, we still all get a buzz."

Within minutes of reaching west out of Gustavia, *Adix* was easily loping across the blue Caribbean at

about 12 knots in about 15 knots of true wind. It was an easy 12 knots, with little strain on the rig or sails. Although *Adix* has an easy motion, a few of the 40 or so folks lucky enough to be invited along still began to feel a little queasy. They tended to spread



dously long bowsprit, with a net on each side. Before long, the



YACHTING WITH STYLE:

net was sprinkled with 10 or so of the young sailing rascals of St. Barths. It's not that it was crowded or anything, as there

12-day crossing of the Atlantic Ocean in 1905 under the command of the

best known for funding Australia's victory in the '83 America's Cup and temporarily becoming fabulously wealthy by surfing the inflation wave of the '70s. When Bond owned the schooner she was named XXXX, all the better to help flog a popular brand of Aussie beer.

Adix's current owner, "a wealthy European businessman", bought the schooner in 1990, at which time Goss supervised what ended up being nine month's worth of modifications at the Pendennis Yard in Falmouth, England. Little things, mind you: Strip out the interior for completely new owner's quarters, galley and crew quarters. Redo the electrical system. Extend the transom by 18 feet and replace the full keel with a fin keel and skeg rudder. In addition, the original square topsail rig with stepped foremasts was replaced with more efficient marconi-type masts, although the

traditional-looking gaff sails were kept. Thanks to an internal carbon fiber sleeve, the mizzen boom was lengthened to 82 feet. The modifications almost certainly cost more than the boat itself.

Nonetheless, it's universally agreed that the resulting yacht is aesthetically more pleasing, easier to handle, and quicker — particularly in light winds.

Since the rebuild was finished in '90, Adix has been sailing all over the world,



was plenty of room for 30 — plus the occasional spray.

Christened as *Jessica* for a wealthy Argentinian in 1984, the schooner was built at Astilleros de Mallorca in Palma, Spain, to a design by South African Arthur Holgate. The yacht was inspired by the famous three-masted 185-foot schooner *Atlantic*, whose

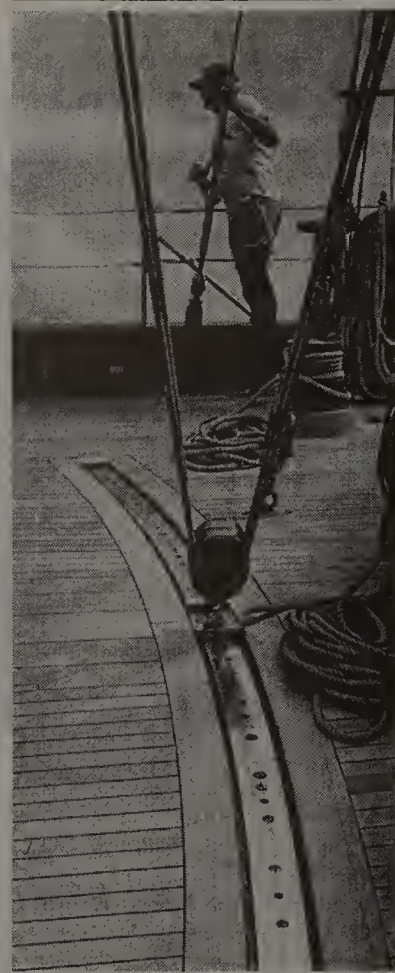
legendary Charlie Barr would remain a record for more than 75 years. The yacht's second owner was Alan — 'If it's for sale, I'll buy it' — Bond,





including to a trip to Antarctica. In '97 she finished her circumnavigation by taking second place to the slightly smaller schooner *Adela* in the Atlantic Challenge Cup from New York to England. *Adix's* owner — like many of the others who entered their mega yachts in what turned out to be a rough race — has decided that it's not very smart to use one's primary yacht for competition. So he — and several of the others — are having modern classics in the 100-foot range built for racing.

After continuing through the Caribbean to South America, *Adix* will return to the Med for the summer season.



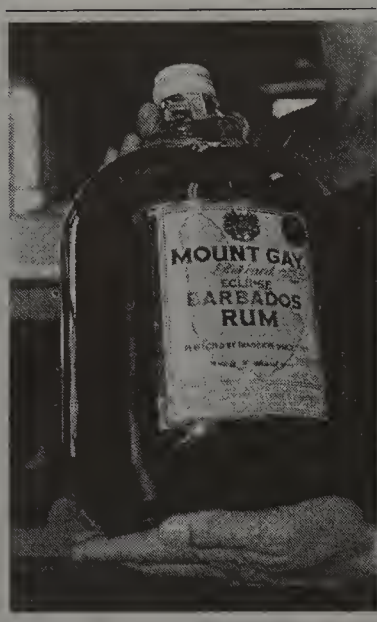
A lot of you are probably wondering how a commoner such as the *Wanderer* managed to luck into getting the nautical equivalent of a ride on a private 747. Location played a big part. If you're not where the big boats are, you can't possibly get a ride on them. Tiny St. Barths at New Years is the big boat place, and most of the crews hang out at what might be called the 'intersection' of *Endeavour*, the J Class yacht, and *Ticonderoga*, the classic Herreshoff 72-foot ketch, on Quai Charles deGaulle.

You also have to stand out in a crowd. To that end, the *Wanderer* dragged around a plastic bag filled with about 15 pounds of firecrackers, rockets and



assorted other New Year's amusements. These items seem to be irresistible to two groups of humans: 8 to 12-year-old boys, and skippers of large sailing yachts. It didn't hurt that Jonathan Heasman, who had been the last deckhand on *Big O* before she was sold, had become an deckhand on *Adix*.

Which raises an even more important question, which is whether it's possible for a young man or woman to snag a job on a large yacht. The truth is that it's really not that difficult to get such a position. Heasman's first sailing experience, for example, had been on *Big O* just two years



before. Networking from there, he quickly moved up.

The keys to success are the same

in just about anything: 1) Being willing to start at the bottom. 2) Do a better job and be more responsible than those around you. 3) Be able to get along with others. And 4) Be willing to do the hard passages. For those with a professional attitude, upward mobility can often be surprisingly

swift — particularly in these days when mega yachts can't be built fast enough. The place to 'get into the loop' is Antigua in

mid-April, which is the end of the season and when everyone is looking for crew to the Med.

You know what it's like to feel like a celebrity? We now have an inkling. When *Adix* sailed back to Gustavia, all eyes were on her — and those of us standing on deck. Even the folks on the \$250,000/week motoryachts stood up, jaws hanging slack, as they reached for their cameras.

And as it turns out, there's something more stylish than sailing off the hook: It's short-tacking a

212-foot schooner through the anchorage at Gustavia — sometimes shaving anchored boats as close as 15 feet — before slowing to a halt in a 'cul de sac' of anchored boats and calmly dropping the hook. Not only was the engine not used, it hadn't even been turned on. There were some mighty experienced sailors among the guests on *Adix* that day, and they were of one mind: Well done!

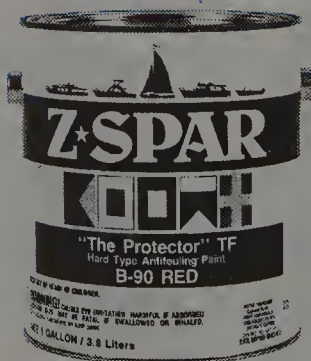
Before anyone becomes too green with envy, we must share a terrible secret with you. As great as the sail on *Adix* was, we actually prefer sailing smaller boats!

— **latitude 38**

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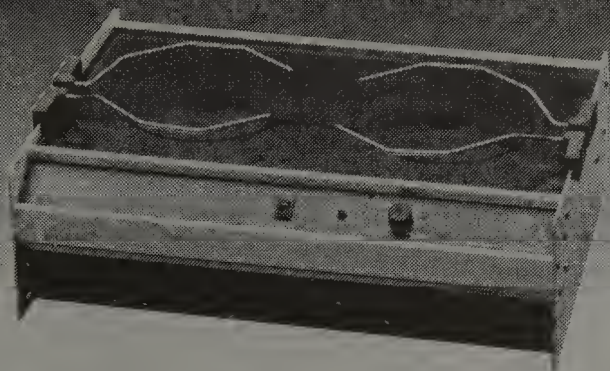
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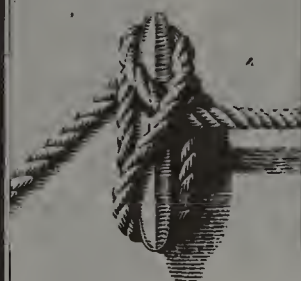
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TAHITI PIT STOP —

After a 25-day crossing from Acapulco punctuated by a long stint in the doldrums, and brief stops in both the Marquesas and the Tuamotus, we arrived at Papeete, the capital of Tahiti, on May 31. And after so much time at sea, it was good to be in a city again. In fact, we're not ashamed to say we headed off directly

no clear-cut logging, not a man-made mark on it — simply beautiful.

By the time we'd been in Papeete two weeks, we decided we could live there quite easily. We tied up our Serendipity

43, *Wings*, to the quay on the main street, Boulevard Pomare, right in the main harbor of Papeete. It's a busy place with four lanes of traffic whizzing by only 100 feet from our stern. The street was full of mostly French and

Japanese cars and motorcycles, as well as trucks and occasionally an ambulance sounding that distinctive European claxon-type of siren that reminds you that "This isn't Kansas any more, Toto."

On the up side, though, we didn't even need to take a bus very often, since everything was within walking distance. There are many tourist shops, electronic stores, restaurants, discos and every marine-oriented business you can imagine in Papeete. Down the street from the quay there is a big supermarket which has a wide range of food products, although prices are high.

Off our bow, we saw a constant parade of ships and ferries as well as big French sailing catamarans taking tourists out on charter trips. And, of course, big Polynesian racing canoes occasionally paddled by. This seems to be one of the national sports in Tahiti. Down at the end of the quay there is a beach about 1 kilometer long that is virtually covered with 6, 8, and 16-person canoes, all stacked upside down on big racks. They are built of modern, high tech materials (fiberglass and epoxy or epoxy-saturated wood), and, of course, are painted all sorts of bright colors. On race days, the beach is loaded with competitors, spectators, and the 4x4s they arrived in. Families bring beach blankets, boom boxes and picnic lunches, and chat happily while the racers wait nervously for their starts. Afterwards they recap the race with lots of descriptive hand motions — not unlike our yacht club

back home. As a souvenir, we bought a racing paddle from a surf shop in town. It's light, big, and nicely made, but obviously meant for business.

We felt lucky to get a spot when we arrived. Within a day or two the quay was full and the next batch of arrivals had to anchor off the beach near the canoe landing or around the island at Maeva Beach. But for us, it was perfect. We had nice neighbors from Norway and Australia, 220-volt power (which we easily converted after buying a transformer), excellent fresh water, and we could step ashore right into the middle of the city whenever we wanted. The harbor was very calm except for the ferry boat wakes which really didn't bother us. Across the Sea of the Moon we could see the peaks of Moorea, the next island in the Societies.

We got up early on Sunday morning to go to the big public market a few blocks away for fresh produce and meat. Sunday is the biggest market day. The selection is terrific and everything looks so fresh and wonderful. We picked up most of our groceries for the week — including

Tying up to Papeete's quay, beside Boulevard Pomare, isn't the quietest berthing situation, but it gives you a front row seat on the action.

to McDonald's.

While many visitors to the Society Islands choose to bypass Papeete and head directly out to the less-developed Leeward Islands — Bora Bora, Raiatea and Huahine — we found there is a lot to like about this famous port town. We'll share some of our insights here, along with tips on making a successful crossing.

One of our favorite things about being moored in town was the view of Mount Orohena which we could see from our cockpit. Against a deep blue background

Don't want to spend a bundle on a meal? Generations of cruisers have learned that 'Les Trucks' offer many bargains.



LATITUDE ARCHIVES

of tropical sky, it was the most intense green, shaded by the rugged contours and by the almost constant clouds which shroud it. There are no houses up there,

LATITUDE ARCHIVES

COURTESY TAHITI TOURISM



REASONS TO LINGER

fresh croissants — and walked back to *Wings* for fresh coffee and breakfast.

One day we rented a car with another couple and drove all around Tahiti. One highlight was a stop at the Museum of Paul Gauguin. Only a few of his paintings are displayed, as almost all were exported to Europe, Japan, or the United States long ago, but there is an extensive account of his life and work. We got a kick out of Gauguin's complaint way back in 1893 that "Papeete is ruined, they even have electricity in the city." These days, over 100 years of development later, it's much like a town in France or the U.S. We also visited the Botanical Gardens where the highlight was viewing two Galapagos tortoises, about the size of medium size boulders, which were brought here in 1930 — 68 years ago.

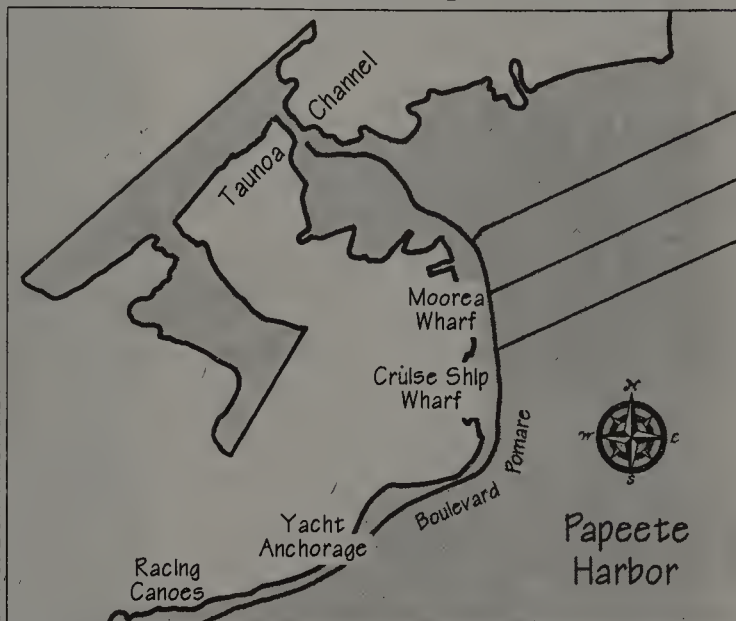
It occurred to us that some aspects of life in Papeete aren't much different from a lot of cities in other parts of the world. There are tourists toting cameras and pushing babies in strollers that have 18 wheels and more canvas than the sun awning on *Wings*. The lunch crowd at McDonald's is mostly teenagers just being kids, with typical teenage manner-

isms, but they are a wonderful blend of Polynesian, Melanesian, European, and Chinese. Lots of dark skin, black hair, big smiles and oversized clothing.

The shops are full of casual fashions from Paris (and some not so casual), but the people on the streets wear Levi's or baggy shorts. The girls like tank tops and short shorts, or the layered look of two sweatshirts ten sizes too big. You still see a lot of Polynesian prints in their dresses, shirts and shorts. Some women still wear *pareos*, often with a flower in their hair. We also saw skinny French women with swivel hips and pouty looks, who think they own the world, or ought to.

From our prime vantage point in the cockpit of *Wings*, we liked to watch the parade of people go past our stern while sipping Tahitian dark rum — which is better for sipping than Meyers, or anything we found in Mexico.

One day we heard what seemed to be a sound check blasting over a P.A. in the nearby park. The kids off of the Venice 52 *Our Pleasure* said that there would be rock music that night, but during the daytime it was going to be Tahitian style music. That afternoon I saw five Tahitians in baseball caps playing electric instruments



— Don Ho meets Zydeco! How does Zydeco music from Louisiana get tied up with Hawaiian lounge music in Papeete? Judy said "Creole!" Oh yeah, the French Connection.

That night after dinner we could hear drums and guitars. Being rock fans, we had to go check it out. As we walked toward the big bandstand a block away, we became part of a crowd that was attracted by the sound — everyone was hurrying as they got closer. There were a couple hundred Kleig lights, speaker towers 12 feet tall, and a lot of teenagers. We got right up front like we used to at the Seattle clubs, and experienced a similar level of loudness — ear splitting. Several rock 'n' roll bands each played about 20 minutes, some good and some terrible.

When one young singer started jumping all over the stage and up on the speaker boxes while howling and growling, the Tahitian kids in the audience looked bewildered. But it turned out they were just waiting for the next band — the local band. It was composed of a petite French girl on the drums, a tattooed Tahitian skinhead with a sticker on his bass that said "Skateboarding is not a crime," a very young guitar player in shreader shorts and a hat so big you couldn't see his face, and a hunky and handsome Polynesian lead singer with his hair pulled back in a bun. He smiled and the girls screamed. He hacked his guitar and the boys howled in approval. We soon found

In their haste to get to the outer islands, many travelers only stop briefly in Papeete. But after you've been at sea for a month or more, the charms of a 'big city' can definitely be inviting.

TAHITI PIT STOP —

ourselves in a Tahitian mosh pit in an open field beneath the Southern Cross.

We stayed in Papeete a couple more weeks, and saw a parade, some dancing contests, and other activities related to the Fête. After a stay of over a month, though, we left Tahiti to visit some of the other Society Islands such as Moorea and Bora Bora, then sailed on to Fiji and down to New Zealand for the Southern summer. But that's another story. For those of you anticipating a crossing of the 'pond' this season, here are some tips we hope you'll find useful.

If you can, depart Mexico from P.V., Mazatlan, or Cabo. These places will get you into the trades quickest. Actually, you might get NW winds coming down the coast right as you leave port and they will gradually veer towards NE then E. Stay north of 10° until you pass 125° W, and cross the Equator at 128° or farther west. This advice was given to us by cruisers who crossed in 1994 and 1997, and it was true in 1998. This course should reduce the time you spend in the doldrums.

Don't believe the weatherfax which will always show SE trades south of the line. This is the imagination of some guys in Honolulu who have few on-site reports from there. *Rumplesteelskin* followed the weatherfax and went south early, ran out of wind, used up all of their fuel, and took about 40 days to cross. Boats going way north crossed in as short as 19 days — a Westsail 32 did it in 21 days. We went south a little early ourselves and our 25 days was 36 hours longer than others who simply stayed a little north and west of

cially the seafood which was plentiful there. We left from the south so we couldn't get to Clarion, even if we had known about it.

Watch out for chafe and wear on your sails and running rigging. Light weather is the worst because as the boat rolls, the sails flop around. I have repaired sails from about 25 boats over here, and most of the damage was done in light winds. Some people took their sails down in the light wind and just waited for it to come back up. We did this occasionally, but mostly we used small sails and firmly prevented or sheeted them in to reduce movement. Also, check the stitching on your genoa's UV panel. Many of these panels came off of genoas on the crossing.

Also watch where your battens rub against the shrouds if you have full-length battens and use sticky back as a temporary chafe guard before a hole is worn. Use a main boom preventer but watch the lead of the preventer line: it can wear through easily. Unexpected jibes have blown out several mainsails. If you use a whisker pole or spinnaker, protect the sheet or guy where it goes through the jaws, this is a place where wear happens instantly. Also, rope halyards often chafe at the masthead. It's not a bad idea to check your standing rigging closely. We saw at least four boats with broken strands at the top of their headstays; we heard of two boats whose headstays broke completely (although their rigs stayed up); and we know of two boats whose rigs came down as a result of broken standing rigging. Keep in mind that the crossing from North America to the Marquesas can put more wear on your boat than 10-15 years of local cruising.

One of the first issues to deal with when arriving in French Polynesia is 'The Bond'. You can stay in the region for 30 days without paying the bond, so don't pay it in the Marquesas. Wait until Papeete. If you are polite,

but persistent, the Gendarme in Atuona will stamp your passport and allow you 30 days without paying the bond. Of course, you have to get to Papeete in 30 days, which you'll want to do anyhow (see below). Then, in Papeete where they are used to this and have the autonomy to do



Shopping at Tahiti's open market is guaranteed to be a memorable cultural experience. 'Fresh' is the operative word.

LATITUDE ARCHIVES

what they want, you may be able to use a "guarantee of airfare" letter from your bank or credit card company. Bring this with you when you leave North America. We had one typed by the Pacific Region Manager of our credit card company in Acapulco, on his letterhead, which stated that due to our good credit the company would be pleased to guarantee two airline tickets to the U.S. at any time in the future when we might need them. This was accepted by the immigration people in Papeete without question. If this doesn't keep you from the unpleasant task of going to a bank and transferring money, or of buying airline tickets which you have to turn back in, consider using the West-Pac bank. We understand they will keep your money in U.S. dollars which prevents loss of value due to currency fluctuations.

We recommend that you don't spend much time in the Marquesas. Don't feel that you have to visit every harbor there. Those islands are pretty, but everyone — and I mean everyone — loves the Tuamotus much better. Hit a few spots in the Marquesas: Hiva Oa (Atuona); Tahuata (any bay on the west side); Nuka Hiva (Taiohae Bay & Anaho Bay, the best



TAHITI TOURISM

These traditional Polynesian canoes may not be high tech, but they will get you where you're going — and keep you buffed.

us.

If you feel like it, consider a break at Clarion Island during your crossing. Cruisers who went there liked it, espe-

REASONS TO LINGER



go in with the dinghy to find the spot first. Then, when you check in with the harbormaster you tell him where you are. Be sure you are centered on a numbered place.

You can use electricity for \$2.40 a day. If you don't already have a transformer to convert the 220 to 110, you can buy one in town for under \$100, which is a good investment, since you'll probably use it again. We enjoyed not having to run our engine to charge the batteries.

The tap water at the quay is wonderful. David on *Gisselle* tested it with his watermaker testing device and gave it a very high rating for lack of impurities. It cost us about \$10 per day to berth at the quay, plus garbage and water during our 33-day stay. The rate is higher if you stay for less than a month, however.

Many boats prefer to anchor down at Maeva Beach away from the busy downtown, where there are facilities for cruisers. There are also many other anchorages around Tahiti and good bus transportation back to town.

The cheap meals in Papeete are the sandwiches you get from the stands in town, from \$1.50 to \$3.00, and the meals at the trucks (*le truck*), down by the cruise ship dock. These are about \$8 to \$12 dollars, but one is plenty for two people and they are good. Eating at the trucks is a lot of fun and some sailors eat there every night.

Bargains in town include veggies at the big market on Sunday morning. Go there at 7 a.m. — it's packed and there's a lot to buy and see. We suggest trying some 'white tuna' (*tuon blanc*) which is about

we've heard) and then get back on the road west. It is too easy to spend a month in the Marquesas then feel rushed in the Tuamotus or else wind up with no time later in the places further west such as Tonga or Fiji. So I say limit your time in the Marquesas to two weeks or less — just enough to rest up, check out a few spots and get a few hundred 'no-no' bites.

The Tuamotus are great. People love Ahi and Rangiroa, as well as some of the other more southern islands and atolls. The anchorages can be calm, which you'll appreciate after a month or more at sea. The water is incredibly clear and the scenery is what you'd expect for the South Pacific. Take some time there and maybe you'll get an opportunity to buy some black pearls from a local at a bargain price. In Tahiti these little gems are heavily promoted and are very expensive, while many cruisers we know got them in the Tuamotus for a few dollars. (We don't know the legality of this, however, and would not intentionally recommend that you do anything which is illegal.)

Again, we loved our stay in Papeete,

and we recommend getting a spot on the Quay. The traffic noise is loud, but we got used to it. Set your best mud anchor far out, tie bow or stern to the quay with four good nylon lines, then crank your anchor tight. You won't move (except to roll in the ferry boat wakes), but watch your rig position relative to your neighbor's. It's important to anchor way out and probably best to use an anchor buoy for two reasons. One, there is reputed to be a "Hurricane Chain" running along the shoreline which could snag your anchor if you are too close, and a buoy line might help you get it off. Two, with a buoy over your hook other boats arriving after you do can avoid setting across your rode.

People who anchor down at the beach have had some trouble with anchors dragging when the wind comes up, which it will, but the holding at the quay seemed to be very good. To get a spot at the quay, you just have to find an open place (west of the charter spots numbered below 35) and take it. Or anchor out and



LATITUDE ARCHIVES

Just about everywhere you look in Polynesia, the scenery is as pretty as a picture.

\$5 for a kilo, and is excellent on the barbie if you don't overcook it. In the supermarkets you can get frozen chicken in a 5-lb. box for \$4.50, which is the best meat buy in the whole of French Polynesia. The wine

TAHITI PIT STOP —

they sell in 5-liter boxes for about \$20 is almost as good as the bottled French wines, which are also reasonable. Local Hinano beer can be bought for \$1.30 a large bottle if you have an empty to turn in. If you drink hard liquor, bring as much from Mexico as you can stow because rum, for example, which is \$3 in Mexico, is \$20 to \$30 in French Polynesia. Some boats have been inspected by customs in the Marquesas, so you might have to pay duty on it, but nobody we know had to do this. In general we found prices to be about half again as much as in the U.S. — not as bad as we expected.

Many people with credit or debit cards from small banks or credit unions have had trouble using the cash machines in Tahiti, but our Bank of America and Seafirst cards worked fine.

Fuel is available at an unmarked float just to the right of the ferry docks, although there are no visible pumps or hoses. The Mobil attendant comes at 6 a.m. and at 3 p.m. to sell fuel. (You can call him ahead of time, at 42-24-77.) Dinghy fuel is available from gas stations in town. There's also a good fuel dock at the

JILL ROTHMAN



As in the days of Captain Cook, traditional dances remain an important part of Tahitian culture. Cruiser Andy Rothman, pictured here, seems to enjoy playing tourist.

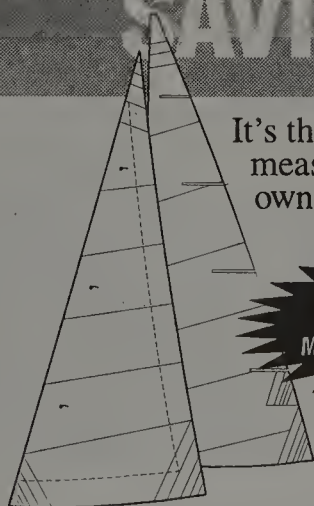
Marina Tiana over past Maeva Beach.

If you can wait until you leave Papeete for fuel, you can buy it at about half price

by getting your clearance papers out of French Polynesia. With a copy of these, stamped by customs, you are allowed to buy duty-free fuel (under \$1.50/gallon).

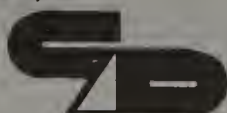
You can check out of French Polynesia when you leave Papeete and still visit all the other islands. You tell the immigra-

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REASONS TO LINGER

tion people your planned stops as well as the date you actually expect to leave Polynesia and they record this on your papers, no problem. Propane (butane, actually) is obtained at Gas Papeete, which is on the seawall just across the bridge from town. Go there by dinghy, park under the bridge, and walk 100 yards.

On the subject of water, if you have anchored at the beach and have had no access to fresh water, you can stay tied up to the Mobil float all day after getting fuel in the morning and there are taps nearby where you can connect a hose for washing and refilling your tanks. Also, many people have tied to the charter dock at the west end of the quay over the weekend and used the water there for washing and filling.

There are many, many services for cruisers in Papeete. A booklet available for free from the harbor master has a great map and a good index of all of these. We found that people who had work done in Tahiti were impressed by the knowledge

and competence of the businesses there. Parts are available, but any that are non-European are quite expensive. Many people order parts from the U.S. via DHL and get them quickly and with little or no hassle. Of course, always be sure your incoming boxes are marked "Yacht in Transit."

Regarding e-mail, the phone service in Tahiti is all via satellite, which makes hook-ups for your laptop difficult. If you use SSB or Ham you can get out, but otherwise we recommend that you go to Leva Communications (on a side street two blocks east of McDonald's) or Sigma, right on the beach near the big church. At Leva, Jimmy or Alain will help you set up a TCP/IP connection on your laptop or you can use their e-mail address and their computers. I used their computers and brought a disk with my correspondence and used cut and paste to speed up the process. They pick up incoming e-mail for you several times a day, print it out, and leave it on the counter for you. The ser-

vice is reasonably priced and these guys are very friendly and helpful. They also allow cruisers to make phone calls, and they accept both faxes and regular mail — all at reasonable prices. At Sigma, which is less targeted to the cruiser crowd, you can use their computer to log on to the internet if you can get your e-mail that way (Hotmail or Netmail, for example). The connection charges are very reasonable at Sigma, but you need to be self-sufficient, since they are able to offer little help and speak little English there.

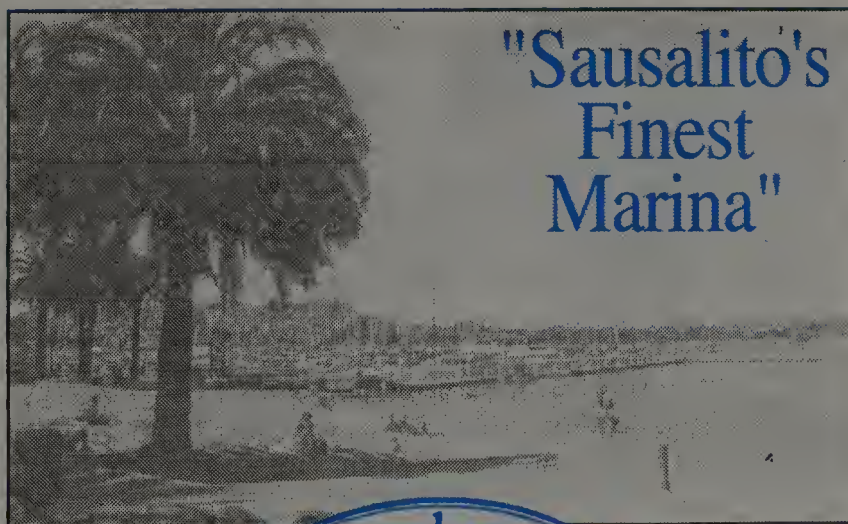
Also, American Express is a good place to get mail. The address is in Earl Hinz's book, *Landfalls of Paradise* and the office is on the short street going from the Quay to the Catholic Church. We ordered a mail packet while we were in Atuona and it was waiting when we got to Papeete. They also accept mail and packages at the harbor master's office and at the post office.

We hope you find these tips useful. Tahiti is a wonderful place, so plan to spend some time there — and enjoy it.

— fred rosword & judy jensen
wings

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EXTREME DAYSAIL

I recently experienced the most awesome, exhilarating — and at times terrifying — adventure of my 30 years of sailing. It had nothing to do with passage-making, landfalls, or survival storms at sea, but rather breathtaking power and raw speed.

It happened because I was invited to crew aboard an 80-ft, high-tech racing catamaran by a friend who happens to be one of the crew. It was to be my first ride on a large catamaran, and I eagerly looked forward to it. I will not identify the boat or its location, because as my story points out, questionable judgment — in my mind, at least — was exercised, and I don't want to embarrass or second-guess anyone. Besides, I had a great time and would love to be invited back. So using selective memory, I'll share just the good stuff.

For those unfamiliar with modern catamarans, they have a number of characteristics that are very different from monohulls:

Speed. Unlike most monohulls, which have a theoretical speed limitation of 1.34 times the square root of the waterline length, catamarans — which slice through the water like a knife — don't have any upper limit speed restrictions. And because of their wide beam, catamarans don't heel more than a couple of degrees — even when sailing to weather. Because catamarans don't really heel, they have no pressure release when hit by a gust of wind. So the harder the wind blows, the faster a catamaran sails. Therefore, a catamaran's speed potential is limited only by the speed of the wind and the ability of the crew to keep the boat in one piece and right side up.

Tacking. It's much harder to tack a catamaran than a monohull for two major reasons. First, the long and narrow hulls of a cat want to sail straight — especially at speed. Secondly, high performance cats are light, and have very little momentum to carry through a tack. As a result of these factors, it can be difficult, if not impossible, to tack a big catamaran in strong winds. In such cases, the only option is to jibe. If the wind is really blowing, the high loads can make jibing dangerous.

The catamaran I was fortunate to be invited to sail aboard is one of the few very large, state-of-the-art vessels in the world. She is in no way a cruising catamaran, but a vessel that pushes the limits to the extreme.

In any event, we met at the boat about 1100. Our group included eight experienced sailors and eight non-sailing guests along for the ride. Some of the experienced sailors were very experienced — just the kind you want on a boat like this.

My first impression of the vessel was of a Hobie Cat on steroids. The two razor-thin hulls, 40 feet apart, were connected

and seas.

While anticipating the possibility of being mildly brutalized, I was confident in my own ability and skills at sea, as well as those of other crew that I knew. From my perspective, we might experience extreme inconvenience, but we probably wouldn't die. Not without a worthy fight, anyway. But it seemed to me that most of

the guests were like lambs being led to a potential slaughter: unprepared for what was likely to be ahead.

In my book, gale force winds represent leaving the adventure zone and heading into the danger zone.

by a main cross-beam in the middle, another structural beam aft, and a small connecting beam forward. Most of the important stuff — the rotating mast, winches, steering, and so forth — were mounted on the main cross-beam. The remaining expansive areas between the hulls were connected by trampolines where the guests would lounge. The boat had little interior space and no exterior shelter.

My friend helpfully pointed out the various 'death zones' to me — places to avoid that are target areas if specific hardware or running rigging were to fail. These included areas inside of a turning block fairlead or between a winch and its load. I got the impression that the boat had hosted such failures in the past.

The owner wanted to use the day to test some light-air downwind gear and to show his guests a pleasant three to four hours of sailing. While the weather forecast called for clear and sunny skies, it unfortunately also called for gale force winds — which in this locale meant from the north.

In my book, gale force winds represent leaving the adventure zone and heading into the danger zone — especially with non-sailors aboard. Put another way, it's the threshold to conditions where a minor first problem can have a domino effect and things can go to hell pretty quickly. Had it been my boat, I wouldn't have taken non-sailors out, as the combination of strong winds and a catamaran's weakness for tacking could lead to a situation where it would be very easy to get well offshore and very hard to get back. This catamaran had an outboard for an engine. It was enough for docking in light winds, but much too small to drive the boat into strong winds

When we cast off, the wind was blowing about 20 knots — ideal for the boat. We motored out of the harbor and into the open ocean to set the sails. The mainsail weighs about 800 pounds, and completely exhausted the crewmembers who took turns over 20 minutes, feeding slides and using two winches in-series, to hoist it. After the single-reefed main was set, the storm jib was hoisted in anticipation of stronger winds. As soon as the bows fell off the wind, it was *whoosh!*

As the boat almost instantly accelerated to 20 knots, the entire group of sailors and non-sailors squealed with delight. Occasional waves splashed through the trampolines and sprayed some of those onboard, but nobody cared. We close-reached parallel to the shore for about 30 minutes at between 15 and 20 knots, at which point the wind began to lighten and shift. We began chasing the wind — which carried us offshore — to keep the fun factor as high as possible. I didn't necessarily think the weather gods were done with us, but the owner apparently did.

By 1300, we were well offshore in lumpy seas and a six-knot westerly breeze, 'ghosting' along at four to six knots. These were the conditions the owner was looking for, so he began setting the light air sail and toying with experimental new gear. Since everything on the boat is custom-designed and manufactured, there is more than a little trial and error involved.

By 1500, we were about 12 miles from home and talking about heading back. With the then-current conditions, it would take about two hours. I happened to be driving at the time and noticed a dark wind line approaching from the north. Not only was there a lot of wind coming, but it was coming from directly where we

— INTO THE DANGER ZONE

wanted to sail. I alerted the crew to the approaching wind, and the light air sails were struck before the new wind reached us. The storm jib was set and we mentally braced ourselves for a long and tedious trip upwind.

The new wind meant our boatspeed would increase dramatically, but it would also require that we have to tack to get home. When the wind finally hit us, it was blowing at about 25 knots. *Whoosh* — the boat accelerated to about 20 knots again. When we came up into the wind as high as possible, our speed dropped to 15 knots.

Ten minutes later, we were hit by a 35-knot blast, and the windward hull started to lift clear of the water. The experienced helmsman quickly drove the boat off the wind and the trimmers eased both sails. In monohulls, you head up in a gust to prevent a knockdown; in catamarans you head off to prevent a capsize. But in a heartbeat — *whoosh* — we were doing 35 knots. Away from our destination, mind you, but still, "Holy mackerel, what a thrill!" But there was also a whiff of 'out of control' about it. In any event, we be goin' for a ride, like it or not. Everyone just had to be careful to hang on.

The 35-knot stuff eased off after a few minutes, and we slowly brought the boat back to her former course. But we'd already lost miles. We luffed the mainsail and began to take the third reef so we would be able to go to weather in the new breeze. Reefing the huge main was a physically exhausting exercise that required some ingenuity. Because the sail had never been triple-reefed before, the third reef lines hadn't been reeved. I can report that it's not easy to work on the wiggly end of the boom when a 400-lb.

main is being flogged by 30-knot winds! By now, most of us were having trouble using our hands from the fatigue of trying to hold onto sails and lines that the wind was trying to rip from our collective grasp.

It took about 20 minutes to put the reef in. It wasn't pretty to look at, as the foot was baggy and there was no way to tidy up the bottom of the sail. But it was our reef and we loved it!

By now the winter sun was setting and we were still 12 miles dead-downwind from home. The wind was blowing an icy 30 knots and the guests were now wet

and cold. In my dreams, we'd be back at the dock after an hour of slogging into it, but it would more likely be two hours. But at least for now we were under control.

We set off on a port tack towards shore at about 10 knots, but far below the course we needed to sail. The combination of the darkness and the wind in the sails and rigging sounding every bit like a 747 passing a few thousand feet overhead left everyone pretty subdued.

The question we sailors all began to silently ask ourselves was this: Would we be able to tack successfully when we neared the beach? We all hoped the wind would die down a bit by then, cutting us a little slack. It wasn't easy to sail in those conditions, either. A few degrees too close to the wind and the boat stalled. A few degrees too far off, and *whoosh* — she rocketed off into big waves in the dark.

This part of the sail felt exactly like the Indiana Jones ride at Disneyland. Sudden acceleration, deceleration, shuddering, drops and changes of direction — all in the dark. At Disneyland they have plenty of warning signs: No pregnant women, no bad hearts, no bad backs — please! But we had no seat belts, we weren't on rails, and we weren't going to be let off in four minutes. We were completely dependent on our skills, our knowledge, our creativity and our teamwork to get back safely. It's such situa-

Ten minutes later, we were hit by a 35-knot blast, and the windward hull started to lift clear of the water.

tions that draw many people to sailing, myself included. I was loving it!

All the sailors recognized it was a potentially serious situation, with plenty of opportunity for breakage, serious injury, man overboard, hypothermia — even death. We gathered all the non-sailors into the center of the aft trampoline, and continued our theme-park ride towards the beach. The boat was groaning and moaning, popping and creaking from torque and stress.

Twenty minutes later, about a mile off the beach, most of us sailors wanted to tack. If we couldn't make it through the tack, we wanted plenty of sea-room to regroup and jibe the boat downwind. Oth-

erwise we might be riding the breakers up the sand beach at 10 knots, and that would be difficult to explain to friends and authorities.

The owner, however, was now driving, and he wanted to get even closer to shore. He was hoping the wind might ease close in and proposed that we use the outboard to help power through the tack. Finally, only 200 meters off the beach, he started the motor, and we prepared to tack. But just as the boat came into the wind, the motor stopped dead. As a result, the big cat also stopped dead in the water, in irons with her sails flogging violently and her sheets thrashing. Several people were awarded painful welts, cuts and bruises as souvenirs of their 'extreme daysail'.

We 'tried' to get the bows to veer to the offshore tack, but it was silly because there was nothing we could do but wish real hard that it would go that way. Unfortunately, the boat gradually fell back on the onshore tack. The sails quickly filled and *whoosh* — we were making 15 knots straight for the beach!

Without hesitation, which was good, or preparation, which was bad, the owner began an emergency jibe. *Whoosh* — the boat accelerated to 25 knots, slowly responding to the helm, while the crew scrambled to prepare for what would be The Mother of All Jibes.

"We're jibing, everybody down!" I shouted as the mainsail and boom swung across the boat with a full head of steam. The jibing boom broke the mainsheet hardware without even slowing down, and flying-free, slammed to a stop with a horrific bang and shudder against the rigging. If anyone had been in the way of the boom, they would have either been dead and/or launched into earth orbit. The trampoline under the boom was covered by the excess sail from the reefed main, so we couldn't even see

if anyone was under it.

We all held our breath, waiting for the 100-foot mast to fall, listening for cries of the possibly wounded, gathering our wits, and taking a crew inventory. If anyone had been knocked into the water, we wouldn't have been able to find them — let alone rescue them — in such conditions.

Lucky us: Except for a few shattered nerves and some broken concentration, everyone was all right and still aboard. Meanwhile, back at the ranch, the boat was doing 15 knots — cheerfully reaching offshore and away from home. We had no ability to head closer to home until we jury-rigged some sort of mainsheet. It was now 1830.

EXTREME DAYSAIL

It only took 10 minutes to improvise a mainsheet, and we were once again under control. Only now, we were back where we'd been at 1600 when we first turned around. All of the gains made clawing our way to weather the last few hours were lost in a few minutes — all because the boat was so damned fast off the wind! We were still several hours from home, now with no hope whatsoever of entering the small harbor without the engine.

I suggested to the owner that we head downwind to a large harbor 25 miles to our south where there was plenty of maneuvering room for the big cat, and a possible wind break and flat water to help us try to troubleshoot the motor. If we could fix the motor, we could dock at a large side-tie at the local yacht club for the night. If we couldn't fix the motor, we could anchor in the outer harbor and figure out a way to get ashore. The alternative destination seemed inconvenient, but we were in damage-control mode and needed to keep the boat afloat and people safe. Several crew seconded the idea, and the owner agreed.

So we cracked the sheets. *Whoosh*, almost immediately we were doing a steady 25 knots through the night. The dark headlands between our homeport and the Plan B destination rushed by, and the night sky filled to overflowing with stars. It was a magnificent climax to a wild and eventful — but not wholly unpredictable — day.

It took us about 40 minutes to get to the harbor entrance — a trip I'd made frequently in four hours of 'good sailing' aboard 'regular' boats. One of the mind-shifts to sailing on big catamarans is how far ahead — in miles! — you must pre-

pare for your next move. We sure didn't want to mess up our entrance and end up downwind from shelter again!

2000, and started the process of cleaning up, warming up, calling loved ones, and arranging transportation back to base-camp. It had been a 'great adventure' — which means it wasn't much fun while it was happening.

This particular catamaran is a great boat and we had some stellar crew. Interestingly to me, many of the sailors were middle-aged or older, like me, with tons of experience, and willing to go to scary places (on the boat) to do impossible tasks. These feats are usually left to the 'immortal' twenty-somethings on most race boats I've sailed aboard, and there were a few of these aboard, including my friend. But there was never a more enthusiastic, capable crew, and if a tough job needed doing, it was a toss-up as to who would get there first: a young guy or a middle-aged guy. At each new twist in the day's sail, none of the sailors wavered, whined, or hesitated to keep the rocketship flying. A crew's work and attitude always makes the difference between adventure, and disaster. In other words, the 'right stuff'.

We can't say that all the guests shared our enthusiasm, but they were caught off-guard, expecting three or four hours of pleasant sailing instead of nine hours of the sometimes brutal, cold and extreme sailing we got. Given the opportunity, I'll bet most would have gone for the Disneyland option.

— john bousha

By coincidence, we recently talked to our buddy Bruce, who most days of the year takes up to 65 passengers from St. Martin to St. Barths and then back again aboard *Swaliga*, a Shuttleworth 65 catamaran. It's about a 35-mile round trip, half of which is normally upwind, the other half downwind.

Bruce reports that a couple of months ago he got caught in the first white squall — complete with 50-knot winds — he's seen in six years. Given the force of the wind and the number of passengers aboard, he decided he had no choice but to run with it — which happened to be in the direction of St. Kitts. So for an hour or so the boat flew downwind at an average of close to 19 knots, spray flying everywhere. While Bruce says the boat handled "beautifully", he wasn't really able to change course. Fortunately the squall fizzled, and they were able to sail toward their original destination of Gustavia, St. Barths.

Upon entering the harbor, however, Bruce discovered that one of the props had fallen off. With the wind blowing 30 knots, he was committed to continuing into the harbor, but with just one engine 15 feet off centerline, had virtually no maneuverability. Thanks to good fortune, a couple of folks in a dinghies realized his plight and were able to stop *Swaliga* before she smashed up against the stone seawall. Bruce kept his cool, so none of the passengers even realized there had been a problem.

As any performance multihull veteran will tell you, one of the negative features of such designs is that on rare occasions they go much faster than anybody wants — sort of like and Indy car with the throttle stuck wide open. And usually there's not much you can do to slow them down. Invariably this happens when sailing downwind when the boat surfs uncontrollably over the backs of waves to plow into the waves in front.

As for the owner of the catamaran referred to in the main article, he's a very experienced offshore racer, and we presume he felt considerably more in control than a guest aboard for a first time. After all, there's out of control and then there's *really* out of control.

— latitude 38

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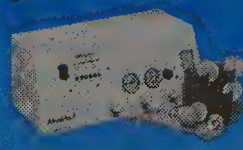
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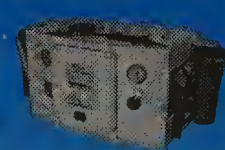


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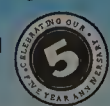
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I never thought it would happen to me. One minute I was checking the jib trim, and the next minute I was swimming in the Bay. Light wind, calm water, perfectly safe and easy conditions. I blame it on the deck camber — the boat I was sailing on had a much steeper angle to the decks along the sides of the cabin trunk than my boat does, and my feet didn't find what they expected as I casually walked back from the foredeck. I lost my balance, missed a grab for the leech of the jib, toppled over the lifelines... and there I was, feeling the icy water soak through multiple layers of cotton and wool.

No one on the boat had been wearing a lifejacket, including me. Thankfully, the initial plunge didn't take me far underwater, no doubt due to all the air still inside my gear, and I had my head back up in time to hear the "... board!" part of the skipper's shout. Not that there was anyone who hadn't seen the show. It was the owner's teenage son, conditioned to have the right reflex from recent training in the yacht club junior program, who tossed a boat cushion in my direction. The extra flotation was appreciated in very short order, as the air bubbled out of my boots and jacket.



Above, getting even willing, motivated crew back aboard a high freeboard boat isn't easy. But with a common fishing net (right), a simple bridle — and practice — even unconscious or incapacitated crew can be retrieved.

The boat was a big, fast racer/cruiser, but not quite new enough to have an open transom. It had relatively high freeboard, especially when viewed from the water, and I didn't recall seeing a boarding ladder on board. So I imagined it was just a matter of waiting for them to deploy the

Lifesling, or whatever equivalent device lived on the stern rail. I knew the drill; it's all printed in the back of US Sailing's

around the person in the water. "Good thing he's wearing a wetsuit," was the prevailing comment at the time.

"We got ourselves a big one," joked one of the crew. "Gaff him!" suggested another.

Safety Recommendations for Offshore Sailing book. They would drop the sling over the stern, circle around me, I would catch the line towing the sling, they'd draw it up 'til I could get to the sling itself, and they'd pull me alongside and then hoist me up on deck with a special tackle at the end of a halyard.

But, damn — that water was cold! I thought of the time my yacht club had staged a demonstration of overboard recovery techniques. In flat calm, inside the harbor, right in front of the guest dock, it still took 10 minutes to get the sling out, set up the lifting tackle, and maneuver

I wasn't wearing a wetsuit, and this was not going to be any fun at all. As the boat tacked back in my direction I could see several of the crew reading the instructions on the sling package. Why wasn't it already trailing behind the boat? Lee Helm was on board — she was the one who had invited me along on this practice sail — and I was sure she had been through a couple of these drills before. But she was down at the nav station crunching numbers and probably didn't even notice the commotion on deck.

"Why aren't they dropping the jib?" I thought out loud. And then, rather than open the package and deploy the sling, the crew at the stern seemed to forget the idea and walk away from it. Then the boat turned downwind towards me and the jib blocked my view of everything.

"Come on, guys," I said out loud, knowing they couldn't hear. "You don't have to impress anyone by doing this under sail. This water is friggin' cold!"

I noted how large a three-inch wave can be when your nose is two inches above the water. The boat aimed right at me. That bow looked huge, and it slowed down only a little when they eased the jib sheet and headed up slightly, just a couple of boatlengths away.

But with that maneuver I could see what was happening on deck again. Still no move to deploy the sling, but there was Lee with a big old dip net, the kind you see on the commercial fishing boats.

"Hold still!" she instructed as the boat coasted past at about three knots.

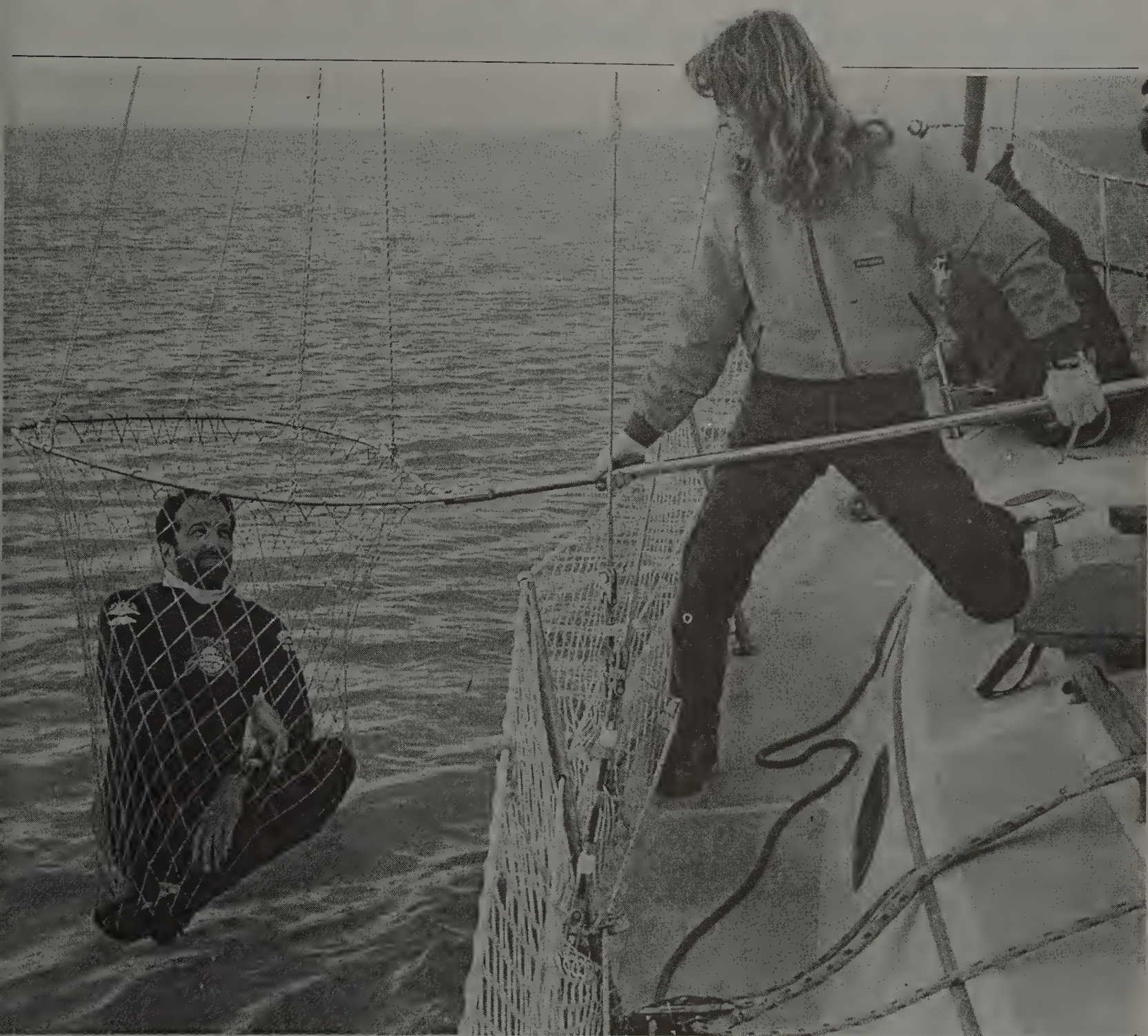
I turned my feet toward the net to make it easy for her to scoop me in, and grabbed the rim.

"Haul away!" she hailed. Suddenly I was being dragged through the water. A second later I was airborne in the net.

"We got ourselves a big one!" joked one



— CATCH OF THE DAY



of the foredeck crew as he and two of his mates jumped the halyard. I could see that the halyard ended some distance above the rim of the net, and four or five lighter lines lead from the halyard shackle to various points around the rim to distribute the considerable load.

"Gaff him!" another crew suggested helpfully.

"Just take a picture and throw him back," said someone from the cockpit.

"No sir," said the owner. "I'm going to have this one stuffed and mounted."

They lifted me high enough to clear the lifelines, then lowered the net on the cabin top. I was dumped out on deck like

There are many theories, maneuvers and devices out there for retrieving crew overboard. Could this age-old method be the best?

so many pounds of mackerel.

"So what do you think of the jib lead position?" asked one of the cockpit crew, picking up where we had left off.

"Needs to come aft just a little," I said as I drained water all over the deck. But I was shivering, even from that very brief dunk in the Bay. Before I could even wring the water out of my sweater I was sent below to strip off all the wet clothes.

From various gear bags the crew put

together a nice set of warm fuzzy stuff for me to wear, and I was warmed up and back on deck in less than a half hour. I took a look at the net that had been used to pull me out.

"It's just an ordinary fish net," explained the owner. "The only modification is to tie a few tricing lines around the rim, so when the halyard lifts it up with a lot of load it doesn't bend the aluminum. These lines get held down along the rim with masking tape, and the halyard is hooked on right at the end of the handle. That way one person can start 'fishing' with the net even while the halyard is still being hooked on by someone else."

"I have to admire the simplicity," I said. "It beats those sling contraptions hands down in just about any situation you can think of," he said. "It's faster, cheaper, and everyone understands it without reading instructions."

"And it works with a totally unconscious victim," said Lee.

"How did you ever come up with a system like this?" I asked.

"I used to do a lot of fishing," admitted the owner.

"It's an ancient problem," said Lee. "You have to get a large, heavy, and like, possibly uncooperative object from the water to the boat. I mean, the technology for doing that has been around for thousands of years, and here it is."

"I still think a gaff would be more effective," insisted the foredeck crew.

"Why do you still have that sling on the stern rail if you like this system so much better?" I asked.

"The sling is required by the ORC Special Regulations for the ocean races we do. And I like having the redundancy."

I told them about our yacht club demonstration, and how long it took a typical husband/wife cruising couple to get the sling set up when one of them was in the water.

"The sling requires practice," confirmed the foredeck crew. "And if the driver has never driven a ski boat, they might not understand how the circling works to get back to the victim."

Meanwhile, the teenager had appeared on deck with a copy of the US Sailing pamphlet, and found the Lifesling instructions on the back.

"Look at these instructions," he said as he passed me the book, open to a page near the back. "There are six steps for the recovery, and then five more steps for setting up the hoisting rig."

"And I can't even read this without my glasses," I noted as I handed the book back to him. "Do you think there's a situation where the sling works better than the net?"

"There's like, only one possible advantage to the sling," said Lee. "You don't have

to maneuver in as close. So in really big waves, maybe the sling would work better. Maybe. Or maybe from a much larger boat."

"Or maybe a big powerboat in a cross-

*"Come on, guys. . .
This water is friggin' cold!"*

wind," added the owner.

"For sure, a powerboat with big propellers to worry about and a lot of leeway in a crosswind probably shouldn't maneuver in close enough to use the net. Or a really big boat might not even have anyplace where you can reach the water with a net like this. The sling would still work fine from a high deck, in that situation. But like, it's all backwards. The powerboats will be more likely to have nets on board, if they fish, and the sailors are required to have Lifeslings."

The rest of the practice went well, but we kept discussing various ways of climbing back aboard sailboats after unexpected swimming breaks.

"When I did the Singlehanded TransPac," explained the foredeck crew, "I had one long tether from a padeye at the mast step to my harness. It was just long enough for me to 'use the facilities' over the stern. I could go anywhere on deck and get to most of the cabin without unclipping, and it was much simpler to keep untangled than jacklines."

"I would have thought jacklines would be best," I said, "for keeping the length of the tether to a minimum."

"The jacklines themselves are a hassle," he answered. "Everything has to be led under them for them to work at all, and you always end up clipped on the wrong side. Worst of all, you can't stay clipped on when you go below."

"What happens if you go over the side with your single long tether? Shouldn't a lifeline be short enough that you can't even go over in the first place?"

"Not practical on a small boat, no way. My tether was sized so that I couldn't quite

fall over the stern, and if I went over the side I'd end up right alongside the stern quarter. The boat was small enough that I'd probably drag the whole boat to a stop if that happened. Then I had a loop of dockline, with both ends tied off on the toerail, just long enough to make a step at about the height of the waterline."

"Did you ever try it out?"

"Not at speed — I didn't want to wrench my back from the harness! But those loops of line are my standard boarding ladders. I use them almost every time I swim from the boat."

"You can also use the anti-cavitation plate of an outboard, right over the propeller," said the jib trimmer.

"Long as the outboard's really stopped," added the foredeck crew. "Never trust a neutral gear."

"It's the modern equivalent of the little decorative hook in the trailing edge of the traditional outboard rudder," said Lee. "Usually just above the waterline. Turns out it's not decorative at all, but a step for climbing back aboard."

"I learned a better trick when I was in the junior program," added the owner's son. "You point to the water and yell, 'Shark!' Their feet turn into propellers."

"I'll keep that in mind," said his dad.

"But for big boats," said the cockpit crew, "I'll take open transoms and built-in boarding ladders. I think that would be preferable to a ride in the fish net."

"The net wasn't a bad ride at all," I said. "Even climbing up a ladder with all your gear on would be tough if you're already exhausted. And like Lee said, if you're unconscious you can't even use a Lifesling. First thing I'm going to do tomorrow morning is stop by the fishing store and buy one of those nets for my boat."

It seemed like an appropriate penance to pay for my quick rescue.

By now the net was dry and the owner had finished taping the light lines back to the rim, ready to use again. "And the best part," he said as he passed it down the hatch, "is that we also use it to catch fish!"

— max ebb

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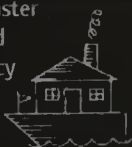
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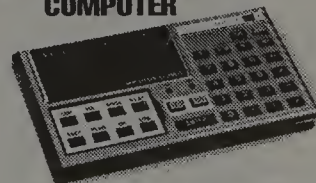
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THE RACING

With reports this month on **Key West Race Week**; local entries in the upcoming **Puerto Vallarta Race**; the **Three Bridge Fiasco**; a whole bunch of **midwinter races**; and the the usual random disconnected **race notes** at the end.

Key West Race Week

A record fleet of 273 boats sailed in the just-completed 12th annual GMC Yukon/Yachting Key West Race Week, a huge regatta featuring 18 classes racing on three different courses. Winds for the sunny five-day, eight-race series increased as the week went on, ranging from 6 to 20 knots — perfect conditions.

The Yachting Magazine Trophy for overall Boat of the Week honors went to an English program, Irvine Laidlaw's new Farr-designed CM 60 *Hi Fling*. Laidlaw, with Eddie Warden Owen called the shots, took home a truckload of trophies, winning IMS-1 and IMS overall as well. Previously, in 1993, he won overall KWRW honors with his Swan 53 *Highland Fling*.

WOW, a J/29 from New York, earned PHRF Boat of the Week honors, while

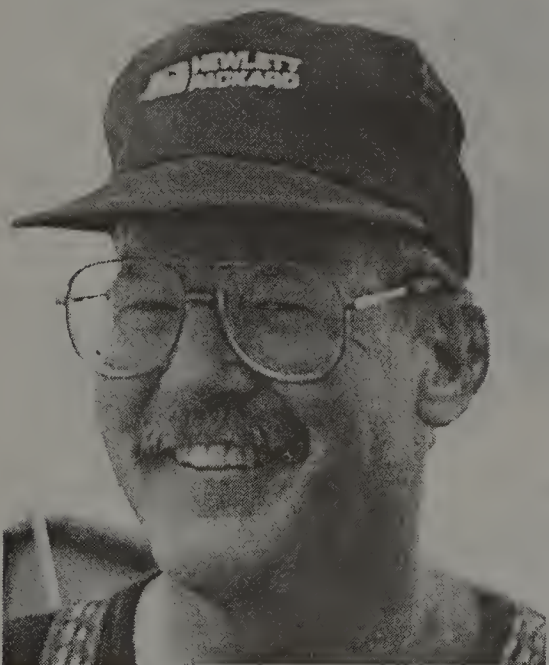
Geste (Farr 49), *Hissar* (Farr 40), *Hi-Jinx* (J/105), and *Heatwave* (Corel 45).

Hi-Jinx, chartered by San Francisco Bay J/105 sailor Tom Thayer (*Speedwell*), went on to take a close second in the J/105 fleet. Other NorCal boats posting fine finishes included Paul Ely's SC 52 *Elyxir* (fourth in PHRF 1) and Jessica Lord's Melges 24 *Twist & Shout* (10th in a 50 boat fleet).

Following are the top finishers in each class, which is all we have space for this month. Check www.yachtingnet.com for full results.

IMS I — 1) *Hi Fling*, CM 60, Irvine Laidlaw (Isle of Man, England), 25 points; 2) *Beau Geste*, Farr 49, Karl Kwok/Gavin Brady (Hong Kong, China), 28, 3) *Idler*, N/M 50, George David (Hartford, CT), 30. (9 boats)

IMS II — 1) *Brava Q8*, Farr 40, Pasquale Landolfi (Porto Cervo, Italy), 20; 2) *Heatwave*, Corel 45, Sal Giordano/Ken Read (Edgartown, MA), 21; 3) *Vim III*, N/M 43, J. Craig Speck/Peter Holmberg (Grand Rap-



Tom Thayer (above) took home five trophies from Key West. Jessica Lord (right) also did well.

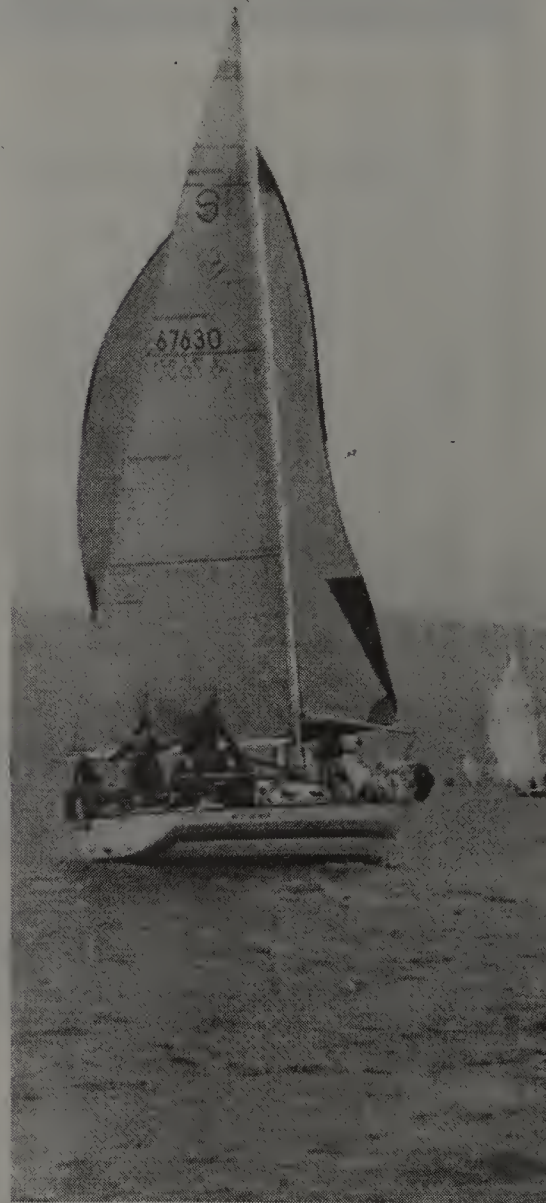
Team Italy (*Breeze*, *Malinda/Invicta*, *Planet Loaf*) took the Yukon Cup for the top international three-boat team. Boat of the Day honors, based on a formula which computes the most competitive class, went to *Fine Line* (1D-35), *Beau*



ids, MI), 21. (10 boats)

FARR 40 — 1) *Solution*, John Thomson (Port Washington, NY), 31; 2) *Hissar*, Edgar Cato (Cocoanut Grove, FL), 34; 3) *Samba Pa Ti*, John Kilroy (San Francisco, CA), 38. (20 boats)

PHRF I — 1) *Starlight*, 1D-48, Jay Ecklund/Ed Baird (Ft. Lauderdale, FL), 11; 2) *Fatal Attraction*, Farr



39, F. Gray Kiger (Norfolk, VA), 22; 3) *Wahoo*, Sydney 41, Fintan Cairns (Dublin, Ireland), 26. (11 boats)

ID-35 — 1) *War Bride*, Pete DuPont (Rockland, ME), 37; 2) *Windquest*, Doug DeVos (Holland, MI), 42; 3) *Spot*, Frank Schinco (Holland, MI), 45. (21 boats)

PHRF 2 — 1) *Letter of Marque*, Melges 30, W. Colahan & D. Halsted (Marblehead, MA), 12; 2) *Wai Rere*, Thompson 30, Chris Bouzaid (Jamestown, RI), 30; 3) *Full Circle*, Melges 30, Sanford Richardson (Hampton, VA), 34. (10 boats)

PHRF 3 — 1) *Fitikoko*, Tripp 38, Andrew Wilson (Annapolis, MD), 19; 2) *Spirit*, Dobroth 45, David Fleishman (New Smyrna Beach, FL), 25; 3) *Lunatic Fringe*, N/M 36, Eric Wynsma (Grand Rapids, MI), 34. (13 boats)

PHRF 4 — 1) *Snake Eyes*, SR 33, Tom Ballard (Annapolis, MD), 19; 2) *Ragamuffin*, SR 33, Richard Harris (New Orleans, LA), 31; 3) *Surprise*, Mt. Gay 30, Joan Tryzelaar (Portland, ME), 34. (15 boats)

VIPER 830 — 1) *RE*, Guy de Boer (Detroit, MI), 21; 2) *Extreme Measures*, Doug Harkrider (Flowery Branch, GA), 21; 3) *Impulsive Response*, Ted Balfour (Randolph, NJ), 25. (8 boats)

J/105 — 1) *Phenix*, Bob Swirbalus (Boston, MA), 23; 2) *Hi-Jinx*, Tom Thayer (San Francisco, CA), 26; 3) *Elizabeth*, Bill Helming (Acton, MA), 29. (8 boats)

J/29 — 1) *WOW*, A. Rojek & W. Zaleski (City Is-



'Breakout' is the top Tuna 35 after three of five Golden Gate midwinter races.

land, NY), 26; 2) **Tomahawk**, Bruce Lockwood (Ludlow, VT), 32; 3) **Quick Draw**, Robert Rishel (Toledo, OH), 33. (12 boats)

J/80 — 1) **Hustle**, Tim McAdams (E. Greenwich, RI), 20; 2) **Thrown Together**, Vicky Jo Neiner (Perth Amboy, NJ), 27; 3) **Kicks**, David Balfour (Austin, TX), 31. (13 boats)

PHRF 5 — 1) **Claddagh**, X-3/4 Ton, L. Fallon & J. Flanagan (Marblehead, MA), 13; 2) **Think Blue**, Tartan Ten, Gary Disbrow (Vermillion, OH), 25; 3) **Liquor Box**, Tartan Ten, Chuck Simon (Bay Village, OH), 26. (16 boats)

PHRF 6 — 1) **Sazerac**, Swan 40, Gordon Ettie (Minneapolis, MN), 17; 2) **Synchronicity**, S2-9.1, Michael Phelan (Coconut Grove, FL), 18; 3) **Creola**, C&C 40, Jack Cavalier (Tampa, FL), 26. (8 boats)

PHRF 7 — 1) **Fortune Cookie**, B-25, Peter De Beukelaer (Jackson, MS), 10; 2) **Hot Sheet**, Express 27, Mitch Hnatt (Brick, NJ), 30; 3) **Fluffy Flanks**, Beneteau FC8, Barry Parkoff (San Antonio, TX), 35. (13 boats)

HENDERSON 30 — 1) **Speedracer**, Steve Liebel (Sarasota, FL), 20; 2) **New Wave**, Michael Carroll (Clearwater, FL), 22; 3) **Girlfriend**, J. Holt & P.

Dimartino (Wickford, RI), 33. (11 boats)

MUMM 30 — 1) **Sector**, Carla Silva (Portofino, Italy), 30; 2) **Malinda/Invicta**, Massimo Mezzaroma (Rome, Italy), 35; 3) **USA 48**, B. Allardice & E. Collins (TriBeCa), 45. (26 boats)

MELGES 24 — 1) **Full Throttle**, Brian Porter (Lake Geneva, IL), 29; 2) **White Loaf**, Scott Elliott (Charlotte, NC), 33; 3) **Team Henri Lloyd**, Vince Brun (San Diego, CA), 46. (50 boats)

Golden Gate YC Midwinters

The third Golden Gate YC Midwinter race, held on January 2, started promisingly in a 15-knot north/northwesterly breeze. All 84 boats thundered out of the starting blocks on a white-sail reach to Blackaller, where they set kites for the colorful reaching parade over to Harding. From there, the 10 boats in Division I took off for Blossom Rock, while the rest of the fleet jibed and began running toward Fort Mason.

From there, the race deteriorated as the wind lightened near the Cityfront. Getting around #6 in the raging ebb was tricky the first time and, after another lap

back to Harding for the mid-range boats, almost impossible the second. "I'd say the majority of the fleet flunked Bay Currents 101," observed race chair Jeff Zarwell. "They forgot to use the Alcatraz Cone."

But the wind eventually filled, and most boats managed to limp back to the clubhouse finish line. One boat, the J/105 *Capricorn*, was swept past the finish and spent half an hour working their way back upcurrent. "Two Scoops had the best finish," claimed Zarwell. "They drifted across the line backwards!"

DIV. I (0-64) — 1) **Rosebud**, SC 52, Roger Sturgeon; 2) **Sceptre**, J/130, Bob Musor; 3) **Cha Ching**, BH 41, Scooter Simmons; 4) **Peregrine**, Mumm 30, David Thomson; 5) **Raven**, N/M 39, Mark Thomas. (10 boats)

DIV. II (65-99) — 1) **Yucca**, 8-Meter, Hank Easom; 2) **Navigator**, Soverel 33, The Melbostads; 3) **Razzberries**, Olson 34, The Nesbits. (7 boats)

DIV. III (100-152) — 1) **El Raton**, Express 27, Ray Lotto; 2) **Uno**, WylieCat 30, Steve Wanner; 3) **Silkye**, WylieCat 30, Larry Riley. (9 boats)

DIV. IV (153-197) — 1) **Strait Jacket**, Mull 22, Ben Haket; 2) **Roadhouse Blues**, Hawkfarm, Torben Bentsen; 3) **Zarpa**, Newport 30, George Gurrola. (9 boats)

DIV. V (198-up) — 1) **Yachtsea**, Santana 22, unknown; 2) **Listing**, Ranger 24, Timothy Ballard; 3) **Dulcenia**, Coronado 27, John Slivka. (9 boats)

11:METRE — 1) **Piper Jaffray**, Mike Ratiani. (2 boats)

EXPRESS 37 — 1) **Expeditious**, Bartz Schneider; 2) **Spindrift V**, Larry & Lynn Wright. (4 boats)

J/105 — 1) **Blackhawk**, Dean Dietrich; 2) **Speedwell**, Thayer/Watts; 3) **Irrational Again**, Jaren Leet; 4) **Wallop Swede**, Tom Kassberg; 5) **Capricorn**, Bill Booth. (11 boats)

SANTANA 35 — 1) **Breakout**, Lloyd Ritchie. (3 boats)

CAL 29 — 1) **Serendipity**, Tom Bruce; 2) **Boog-A-Loo**, Julia Yost/Nancy Rogers. (5 boats)

KNARR — 1) **Lord Nelson**, John Jenkins; 2) **Shadow**, Steve Wagner. (5 boats)

FOLKBOAT — 1) **Ingrid**, Tom McBroom; 2) **Tulla**, Mike Robinson. (6 boats)

BEAR — 1) **Circus Bear**, Bob Jones; 2) **Little Dipper**, John Bambara. (4 boats)

OYC Brunch Series

Oakland YC's low-key Sunday Brunch Series is off to its best start ever, with 40 boats registered for the fun five-race Estuary series. Despite rain and distractions on the boob tube, 30 boats have competed in the first two races, held January 3 and 17. Winds for both races were light and fluky, with just enough rain in the second race to make everyone feel like they were "braving the elements." Competition remains keen, with only one boat — Jim Newport's Thunderbird *Lytic* in the non-spinny group — registering two bullets.

Five fleets are going at it in the Brunch Series, including a new class for 168ish 'Estuary killers' like the Merit 25s. According to Newport 30 sailor George Gurrola, this development was greeted with enthu-

LATITUDE/ROB

THE RACING

siasm by the owners of similarly-rated crab crushers, who historically have a tough time competing against the smaller, lighter boats in the flat water and light winds of the Estuary.

The series continues on February 7 and 21, and ends on March 7. Single race entries are allowed. "Is there anything better to do after church and before dinner?" asked Gurrola rhetorically.

FLEET A (spinnaker, 0-147) — 1) **Jabiru**, J/35, West/Dunn, 2.75 points; 2) **Rascal**, Wilderness 30, Pat Brown, 3.75; 3) **Sassy**, Soverel 33-2, John Lowengart, 7. (7 boats)

FLEET B (spinnaker, 171-up) — 1) **Flying Cloud**, Ranger 23, Bruce Baker, 2.75 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 6; 3) **Irish Lady**, Catalina 30, Mike Mahoney, 7. (9 boats)

FLEET C (non-spinnaker) — 1) **Lyric**, Thunderbird, Jim Newport, 1.5 points; 2) **Sandman**, Beneteau 305, Chris Noe, 6; 3) **Meme**, Newport 30, Norm Guest, 9. (9 boats)

FLEET D (Columbia 55) — 1) **Jaguar**, Chris Corlett, 4.75 points; 2) (tie) **Wings**, Mike Jackson, and **Maverik**, Mike Keller, 5. (8 boats)

FLEET E (spinnaker, 150-170) — 1) **CK Porter**, Merit 25, Cindy Surdez, 3.75 points; 2) **Usual Suspects**, Merit 25, Steve Zevanove, 5; 3) **Ditch Witch**, Merit 25, Linda Purdy, 7.75. (7 boats)

Three Bridge Fiasco

The Singlehanded Sailing Society's annual 22-mile Three Bridge Fiasco, held on the mostly gray day of January 23, attracted 180-some starters. The reverse handicap start began in mere zephyrs, stacking the deck against the little boats and setting the stage for a big boat sweep. In fact, Bill Erkelens, Sr., and the ubiquitous Mark Rudiger were last to start and first to finish with Bill's Tornado catamaran *E-2*. First monohull home was Steen Moller's lean X-119 *X-Dream*, with Mike Warren crewing.

A total of 202 boats signed up, 183 started, and 162 finished — the most finishers ever! We received a handwritten synopsis of the class winners, which follows. The rest of the results were unavailable at presstime. Check www.sf-bay.sss.org for the full story.

SINGLEHANDED:

DIV. I (multihull) — No starters.

DIV. II (0-129) — 1) **Punk Dolphin**, Wylie 38, Jonathan Livingston. (10 boats)

DIV. III (130-168) — 1) **Starbuck**, Black Soo, Greg Nelson. (11 boats)

DIV. IV (169-up) — 1) **Dulcenea**, Coronado 27, John Slivka. (7 boats)

DIV. V (non-spinnaker) — 1) **Berserker**, Ericson 38, Mark Deppe. (10 boats)

DOUBLEHANDED:

DIV. I (multihulls) — 1) **E-2**, Tornado, Bill Erkelens, Sr./Mark Rudiger. (7 boats)



DIV. II (0-129) — 1) **X-Dream**, X-119, Steen Moller/Mike Warren. (36 boats)

DIV. III (130-1168) — 1) **Motorcycle Irene**, Express 27, Will & Fred Paxton. (27 boats)

DIV. IV (169-up) — 1) **Talisman Banana**, J/22, Gary Albright. (30 boats)

DIV. V (non-spinnaker) — 1) **Bacarati**, Peterson 34, Dave Reed/Jackie O'Dell. (14 boats)

SF 30-FOOTERS — 1) **Borderline**, Olson 911-S, Bill & Jane Charron. (3 boats)

EXPRESS 27 — 1) **Shenanigans**, Nick Gibbens/Dave Gruver. (4 boats)

MOORE 24 — 1) **Gruntled**, Becky Jones/Bart Hackworth. (25 boats)

J/105 — 1) **Aquavit**, Roy Steiner/John Skinner. (5 boats)

OLSON 30 — 1) **Run Wild**, Dale Irving/Roland Brun. (6 boats)

RYC Small Boat Midwinters

The second of four Richmond YC Small Boat Midwinters drew only 119 boats, down from 175 last month. The timing of the regatta — Sunday, January 3 — was the culprit, as it was the tail end of the Christmas holiday and many families were away on vacation. The dinghy addicts that did attend were treated to a sunny day, with the maximum amount of races sailed despite a 5.5-knot ebb.

About half the fleet consisted of one-man El Toros (19 adults, 18 juniors) and Lasers (25 boats). The Paxton and Nash dynasties accounted for five of the top six places in the Senior Toro class, while young J.V. Gilmour demolished the Junior Toros again with straight bullets. Meanwhile, Simon Bell and Ned Niccolls

'Strait Jacket' works her way down the Cityfront in the early hours of the Fiasco. Inset: overall monohull winner Steen Moller of 'X-Dream'.

ended up tied for first after three Laser races.

The series continues on February 7. Any centerboard class that can scrape together five or more boats is welcome to race as a one design group. "Get your friends organized and come join us!" said Caroline Groen, one of about 20 volunteers working behind the scenes at this fun, family-oriented regatta.

EL TORO, SR. — 1) Will Paxton, 13 points; 2) Fred Paxton, 20; 3) Chris Nash, 21; 4) Gordie Nash, 21; 5) Robert Hrubes, 33; 6) Nick Nash, 33; 7) John Amen, 34; 8) Hank Easom, 35; 9) Dan Seifers, 46; 10) Jim Wondollock, 48. (19 boats)

EL TORO, JR. — 1) JV Gilmour, 5 points; 2) George Granelli, 15; 3) Ben Amen, 19; 4) Brendan Daly, 21; 5) Boris Guzman, 27; 6) Matt Spevak, 35; 7) Henry Nieuwstad, 39; 8) Meghan Castruccio, 52; 9) Cory Lutchansky, 54; 10) Coleman Ruggles, 56. (18 boats)

INTERNATIONAL 14 — 1) Disario/Fenollio. (3 boats)

INTERNATIONAL CANOE — 1) (tie) Del Olsen & Erich Chase. (5 boats)

505 — 1) (tie) Willis/Herzber & Byron/Winter, 3) Collins/Richards. (7 boats)

LIGHTNING — 1) Mike Molina; 2) Fred Chandler. (5 boats)

THISTLE — 1) Mark Stahl & Dan Clark. (5 boats)
WYLIE WABBIT — 1) (tie) Stewart/Bates & Andy Hamilton; 3) Colin Moore. (8 boats)

LASER — 1) (tie) Simon Bell & Ned Niccolls; 3) Kimbal Hall; 4) Tracy Usher; 5) Derek Meyer; 6) Alex Buddington; 7) Tim Knowles. (25 boats)

which is less time than most boats spend commuting to the starting line. But no one was complaining — half an hour after the last boat finished, the wind died and it started to rain.

CLASS A-1 (non-spinnaker) — 1) **Meme**, Newport 30, Norm Guest. (1 boat)

SANTANA 22 — 1) **Riff Raff**, Colin Gilboy; 2) **Yacht Sea**, Heidi Schmidt. (4 boats)

CLASS B-1 (181-up) — 1) **Jubilee**, Ariel, Don Morrison; 2) **Amigos**, Cal 20, Mr. Navarra; 3) **Lyric**, Thunderbird, Jim Newport. (8 boats)

180-RATERS — 1) **Voyager**, Ranger 29, Don Pruzan; 2) **Trey Shay**, Catalina 30, John Jacobs. (4 boats)

CATALINA 34 (non-spinnaker) — 1) **Mottley**, Chris Owen; 2) **Wind Dragon**, Dave Davis; 3) **Allegro**, Jack Lambert. (7 boats)

CLASS D-1 (144-179) — 1) **Chesapeake**, Merit 25, Jim Fair; 2) **Bewitched**, Merit 25, Loraine Salmon. (5 boats)

HAWKFARM — 1) **El Gavilan**, Nick Nash. (3 boats)

CLASS E-1 (93-143) — 1) **Silkye**, WylieCat 30, Steve Seal; 2) **Bloom County**, Mancebo 31, The Ondrys; 3) **Stop Making Sense**, Soverel 33, Dean Briggs. (9 boats)

CLASS F-1 (0-92) — 1) **Jabiru**, J/35, Bill West. (3 boats)

SPORTBOATS — 1) **Abracadabra II**, Antrim 27, Dennis Surtees; 2) **Smokin'**, Melges 24, Mike Rettie; 3) **Owslarah**, Antrim 27, Joseph Melino. (7 boats)

MULTIHULL — No starters.

BYC/MYCO Midwinters

The third of four weekends in the Berkeley/Metropolitan YC Midwinters occurred on the nippy weekend of January 9-10. A whopping 129-boat fleet enjoyed a pleasant race on Saturday, with a crisp 10-knot northwesterly propelling them around the standard 8.8-mile Olympic

noted race chairman Bobbi Tosse. "The Antrim guys were all begging for a twice-around course!"

About the only sailor who wasn't happy with the mellow day was *Motorcycle Irene* skipper Will Paxton, who sailed brilliantly to ostensibly win the 27-boat Express 27 class by a comfortable margin for the second month in a row. *Irene* got the gun, and it wasn't until Monday morning that Paxton learned from one of his competitors that he'd been over early at the start. "Ouch, that was a bad way to start the week," lamented Will. "At least it was only a midwinter race, and not the Nationals!"

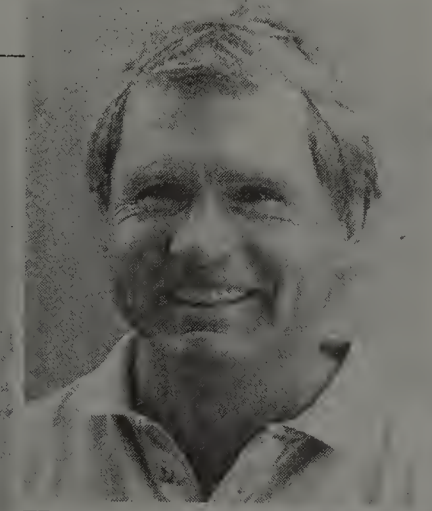
Another Express 27 frontrunner, Nick Gibbens' *Shenanigans*, dropped out after brushing the leeward mark, a day marker, and shredding their mainsail. "It was a total brain fade," admitted Gibbens. "We could have finished, maybe even in the top five. But after an OCS last month and then this, we'd lost our will to compete."

Sunday's race was similar to Saturday's, though only 46 boats came out to play. Once again, the race started on time in a crisp northwesterly and used 'H' as the upwind mark. "It was decidedly colder," noted Bobbi. "The same Antrim guys were happy to be first in, with no whining about going twice around."

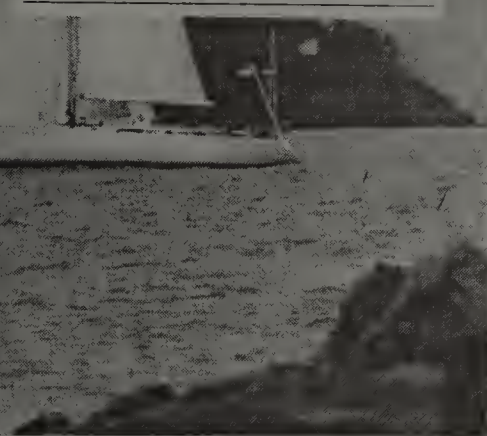
This excellent series, which is the premier one design venue for midwinter racing, concludes on February 13-14. The awards ceremony will be held after the BYC/MYCO Midwinters Champion of Champions Race on February 28.

SATURDAY, JANUARY 9:

DIV. A (0-144) — 1) **Zilla**, B-25, Brent Draney; 2) **Bloodvessel**, B-25, Bernard Slabeck; 3) **Advantage**



SPREAD: LATITUDE/JR; INSET: LATITUDE ARCHIVES



FINN — 1) Michael Moore; 2) Brian Pace. (5 boats)

SNIPER — 1) (tie) Binder/Paradiso & Pontious/Pontious; 3) Casalaina/Fang. (7 boats)

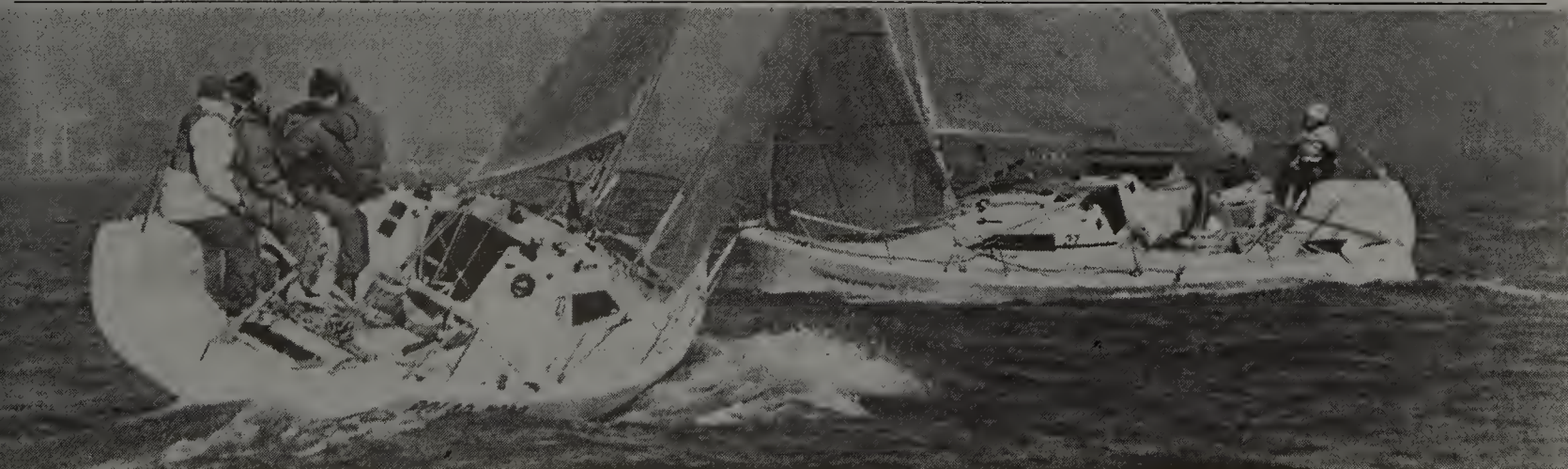
LIDO — 1) Joe Doering. (3 boats)

BYTE — 1) Karin Knowles; 2) Michèle Logan. (5 boats)

PORTSMOUTH — 1) Greg Rogers, Banshee; 2) Casey Pelletier, Laser II; 3) Jay McCutchen, FJ; 4) Abigail Baxley, Laser II. (9 boats)

EYC Jack Frost Midwinters

Encinal YC's third Jack Frost Midwin-



ters attracted 51 boats to their Treasure Island starting line on Saturday, January 16. A nice 10-15 knot westerly and sunny skies allowed the fleet to get in a somewhat short race — 4.8 miles for the big boats and 4 miles for the little ones.

The racing only lasted about an hour,

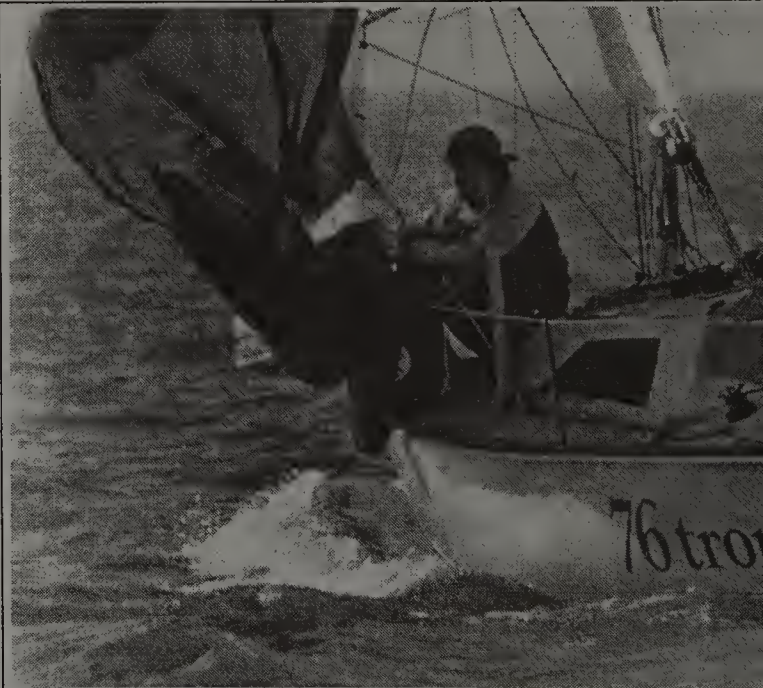
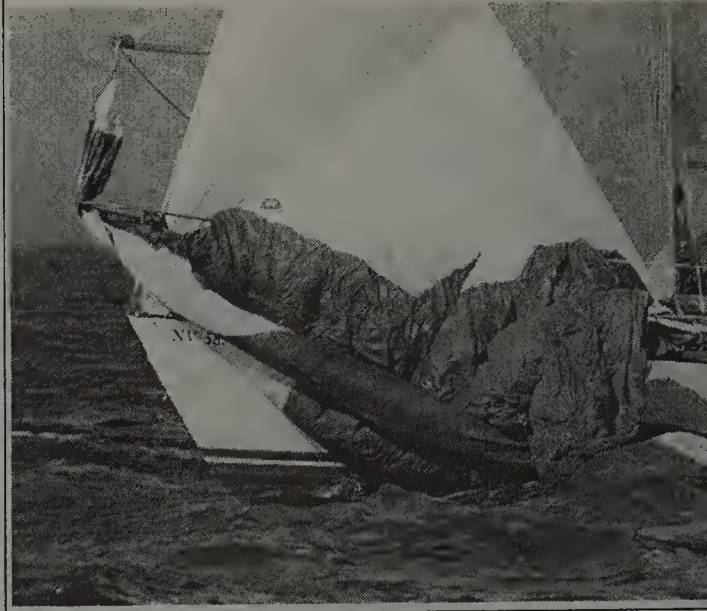
Antrim 27 one design racing at January's BYC/MYCO Midwinters. Turn the page for more.

course. A shift to the north near the end of the race turned the last leg into a parade, but that's almost to be expected in this series. "It was a great day for racing,"

3, Pat & Will Benedict; 4) **Jeannette**, Tartan Ten, Harry King. (9 boats)

SF 30-FOOTERS (126-141) — 1) **Ixxis**, Olson 911-S, Ed Durbin; 2) **Jane Doe**, Olson 911-SE, Bob Izmarian; 3) **Shanti**, Olson 911-SE, Dave Fain. (7 boats)

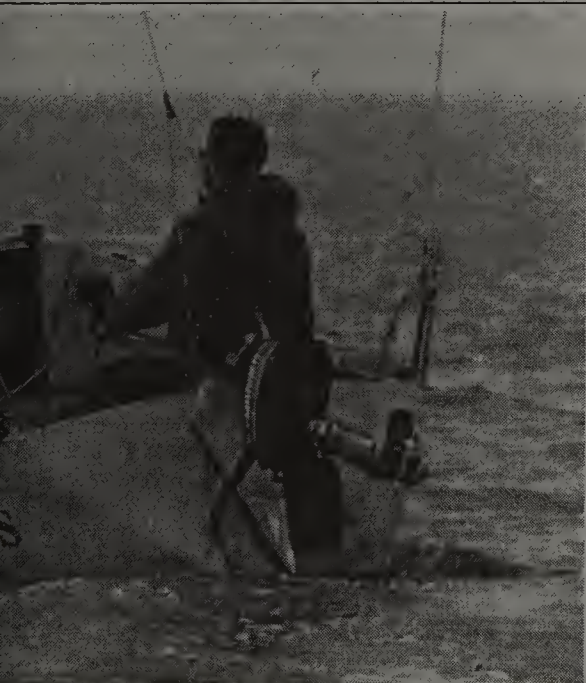
DIV. B (147-168) — 1) **El Gavilan**, Hawkfarm, Nick Nash; 2) **Chesapeake**, Merit 25, Jim Fair; 3)



Synchronicity, Olson 25, Jim Johnson. (7 boats)
 DIV. C (171-up) — 1) **Jubilee**, Ariel, Don Morrison;
 2) **Chaos**, Ranger 23, Tim Stapleton; 3) **Freyja**,
 Catalina 27, Frank Van Kirk; 4) **Argonaut**, Cal 2-29,
 Jim Garvine; 5) **Lelo Too**, Tartan 30, Emile Carles.
 (14 boats)
 ANTRIM 27 — 1) **Arch Angel**, Bryce Griffith; 2)
Owslarah, Joseph Melino. (5 boats)
 MELGES 24 — 1) **Sea Monster**, John Oldham;

2) **Mary Don't Surf**, Eastham/Williams; 3) **SUV**, David
 Wadbrook. (9 boats)
 OLSON 30 — 1) **Saint Anne**, Bruce Heckman; 2)
Hoot, Andy Macfie; 3) **White Knuckles**, Dan Ben-
 jamin; 4) **Run Wild**, Dale Irving; 5) **Family Hour**,
 Bilafer Family. (14 boats)
 J/29 — 1) **5150**, Hans Bigall; 2) **Wave Dancer**,
 Richard Leevey; 3) **Power Play**, Gordon Smith. (7
 boats)

EXPRESS 27 — 1) **Mad House**, Mike DeVries;
 2) **Flying Circus**, Gene Ryley; 3) **Cotton Candy**,
 Ralph Morgan; 4) **New Wave**, Buzz Blackett; 5) **Mi-
 rage**, Terry Cobb; 6) **Baffett**, T. Baffico/F. Baskett; 7)
Swamp Donkey, Scott Sellers; 8) **Frog In French**,
 Kame Richards; 9) **Jalapeno**, John Stewart; 10)
Peaches, John Rivlin. (27 boats)
 MOORE 24 — 1) **Gruntled**, Simon Winer; 2) **Half
 Off**, T. Carlov/A. Hall; 3) **Free Flight**, Pat Mitchell. (9



Scenes from January's BYC/MYCO Saturday Midwinters. All photos 'latitude'/rob.

J/24 — 1) Nixon Was Cool, David Wiard; 2) Vonder Woman, Tom Kennelly; 3) Casual Contact, Don Oliver; 4) Downtown Uproar, Wayne Clough; 5) Jam Neal Ruxton; 6) Rail to Rail, Rich Jepsen; 7) Vincitore, Ed Martin. (15 boats)

NEWPORT 30 — 1) Topgallant, Frank Hinman; 2) Ruckus, Paul Von Wiedenfield; 3) Fast Freight, Bob Harford. (7 boats)

SUNDAY, JANUARY 10:

DIV. I (0-90) — 1) Sea Monster, Melges 24, John Oldham. (3 boats)

DIV. II (93-147) — 1) Family Hour, Olson 30, Bilafer Family; 2) Team Tahoe, J/29, Richard Stout.

(5 boats)

DIV. III (150-168) — 1) El Gavilan, Hawkfarm, Nick Nash; 2) Gruntled, Moore 24, Simon Winer; 3) Boogie Woogie, Ranger 33, Michael Yovino-Young; 4) Free Fall, Moore 24, Fred Cox. (10 boats)

DIV. IV (171-up) — 1) Antares, Islander 30 Mk. II, Larry Telford; 2) Latin Lass, Catalina 27, Bill Chapman; 3) Freyja, Catalina 27, Frank Van Kirk. (8 boats)

THE RACING

OLSON 30 — 1) **Cisco**, Olson 29, Gary Redelberger; 2) **Run Wild**, Dale Irving; 3) **Corsair**, Don Newman. (8 boats)

WABBIT — 1) **Kwazy**, Colin Moore; 2) **Furrari**, Pete & Angie Rowland. (4 boats)

EXPRESS 27 — 1) **Swamp Donkey**, Scott Sellers; 2) **Mirage**, Terry Cobb; 3) **Surfari**, Bill Hoffman. (8 boats)

Sausalito YC Midwinters

Participants in the third race of the Sausalito YC's Midwinter Series were treated to ideal conditions on Sunday afternoon, January 3. Blue skies and warm weather complemented an 8-12 knot varying northerly breeze. Twenty-eight boats (out of 35 registered) started in a 3.1-knot flood, which switched to a 5.1-knot ebb during the twice-around negotiation of Little Harding, Belvedere and Big Harding buoys.

Shifting winds turned most of the legs into reaches — not a bad thing, as it turned out. "Everyone was in a big hurry to get back to the clubhouse to watch the 49ers beat the Packers on the big-screen TV," claimed race chairman Frank Drouillard.

DIV. I (big spinnaker) — 1) **Power Play**, J/29, Gordon Smith; 2) **Razzberries**, Olson 34, Bruce & Lina Nesbit. (4 boats)

DIV. II (little spinnaker) — 1) **Perezoso**, Excalibur

Catalina 30, Rod Decker; 2) **Amanda**, Newport 30, Pat Broderick. (4 boats)

DIV. V (little non-spinnaker) — 1) **P-Trap**, Cal 20, Gerry Gorski; 2) **Tackful**, Santana 22, Frank Lawler. (5 boats)

Puerto Vallarta Race

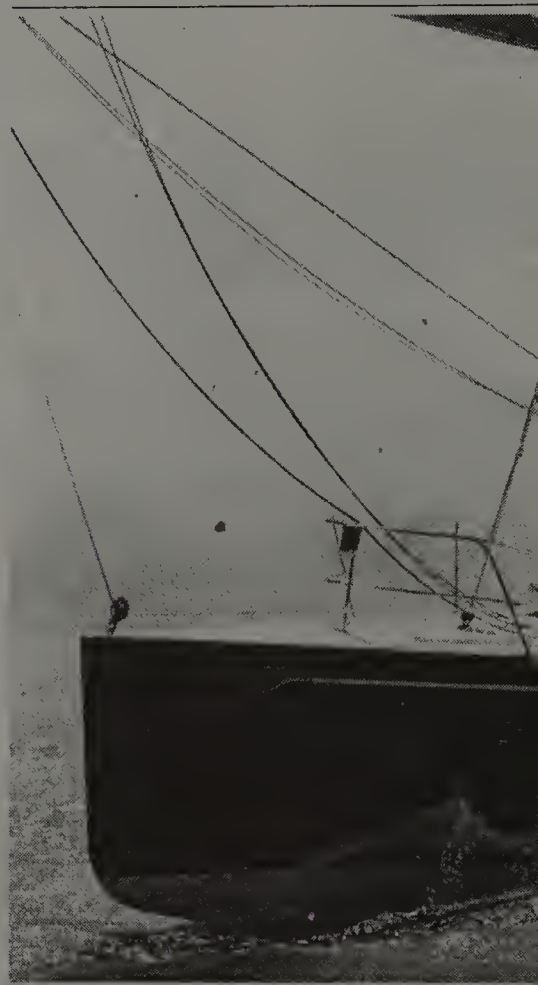
Del Rey YC's 15th biennial Puerto Vallarta Race is shaping up to be the best one in years. A record fleet of 38 boats — 26 racers and 12 cruisers — is poised to start on February 12 (cruisers) and February 17-19 (racers). Most of the boats are fairly big, and ten of them have to be considered threats to the MacGregor 65 Joss's 1985 record run of 4 days, 23 hours. That's one of the longest-standing records on the West Coast now, and is overdue to be broken.

The two biggest boats in the fleet, the Mull 83 *Sorcery* and custom 100-footer *Christine*, will race in the maxi class, while the jumbo cat *Double Bullet* will be the lone entry in the multihull exhibition class. Four turbos — *Magnitude*, *Zephyrus IV*, *Renegade* and *Front Runner* (ex-Victoria) — will compete, as will four ULDB 70s (*Taxi*, *Evo*, *GI* and *Mongoose*). A surprisingly healthy fleet of 50-footers is also entered (see last month's *Race Sheet* for the entry list).

Northern California will be ably represented in the 1,125-mile downwind race from Marina del Rey to PV, with eight good boats entered. NorCal sailors defecting to Southern Californian boats include Carl Schumacher (*Bushwacker*), Hogan Beatie and Ian Klitza (*Grand Illusion*), Dee Smith (*Magnitude*), Will Paxton and John Sweeney (*Sorcerer*) and no doubt others we haven't heard about yet. Here's a quick peek at our local contingent, listed in alphabetical order:

Blue Chip — Walt Logan will be sailing his Farr 40 with just five others: navigator Carlos Badell, Roland Brun, Doug Frolich, Robert Flowerman and Hawaiian rigger Ty Prine. They'll be plenty powered-up with two new masthead kites, but they're lacking in the accommodations department. But after the last PV Race on Logan's previous steed, a tiny Mumm 36, this trip will be a piece of cake. *Blue Chip* will also do the following week's MEXORC regatta (February 28-March 3), with Seadon Wijsen flying in to augment the afterguard.

Charisma — Dave Sallows, formerly of SC 50 *Dolphin Dance* fame, will be sailing his 1994 Andrews 56 with friends Dave Grandin, Chris Chapman, Rhett Smith, John Kerslake, Dominic Marchal, and two others TBA. Sallows bought *Cha-*



risma, which previously resided in Newport Beach, a year ago, and has been wintering it in Ensenada. He is open to the idea of sailing in MEXORC before bringing the boat home, but still needs to find crew.

Ingrid — This is the 'cruisiest' of the trio of SC 52s entered, featuring a short aluminum rig and a full cruising interior. They are accordingly rated the slowest of the three sisterships, despite their slightly oversized main and kites. Owner Bill Turpin and boat captain Jay Crum have signed up navigator Skip Allan, Andre Lacour, Jay Parry, Jack Otis and one or two others TBA. This is Turpin's first real ocean race, a shakedown for this summer's TransPac. Skip will deliver the boat back home after the race.

Pegasus — Hall and Wendy Palmer are taking their Hunter 54 in the cruising division, sailing with just one other couple, former MORA buddy Steve Gould and his wife Louise. A veteran of three Baja Ha-Ha's, Palmer is quite familiar with rally-racing to Mexico. "This was kind of a spur of the moment decision," he said in mid-January. "I just got back from bringing the boat up from La Paz. It's just like to-bogganing — you drag the boat uphill, and then you ride down again!"

Hall plans to sail *Pegasus* to La Paz again after the race, with an eye towards more cruising in the Sea of Cortez. The Palmers keep another cruising boat on the East Coast, a Beneteau 53ft5 currently in



LATITUDE/ROB

'Ingrid', one of three SC 52s in the Puerto Vallarta Race. Another local SC 52, 'Elyxir', is currently on a Caribbean tour.

26, Davis/Nehms/Sargent; 2) **MyToy**, Ranger 26, Dave Adams; 3) **Lysistrata**, Excalibur 26, Jeff Hutter. (8 boats)

DIV. III (big non-spinnaker) — 1) **Bacarat**, Peterson 34, Dave Reed; 2) **Trinity**, C&C 37, Greg Klein; 3) **Private Reserve**, Dehler 34, John Phillips. (7 boats)

DIV. IV (medium non-spinnaker) — 1) **Roeboat**,



LATITUDE/ROB

The hard-luck 'Zephyrus IV' is overdue for a victory. Look for 'Z' and 'Magnitude' to duke it out for line honors in the PV Race.

Miami.

Rosebud — Roger Sturgeon is returning to the fray with essentially the same lineup he took on last summer's Pacific Cup: Dave Hodges, Jack Halterman, Rob Schuyler, Gary Evans, Robin Jeffers and Beat Naef. *Rosebud*, which is a really hip name for a sled (think *Citizen Kane*), rates between *Ingrid* and *Vitesse*. The boat has a short aluminum rig, penalty poles and wider kites, and a slightly racier interior (one head instead of two). "We're still thinking about hanging around for MEXORC," said Hodges.

Surprise — Steve and Susan Chamberlin are sailing their one-year-old blue Schumacher 46 in the Cruising Division. It's the start of a four-month Mexican cruise for the Pt. Richmond couple, who are taking sabbaticals from their day jobs as a real estate developer (Steve) and an architect/project manager (Susan). "It's a warm-up for a longer cruise someday," says Steve, who intends to keep in touch with friends via 'sail-mail'.

The Chamberlins have loaded down their boat with cases of wine, fishing poles, a dodger, the roller-furler, and even a barbecue hanging off the stern — "full cruise mode," chuckled Steve. They'll have different crew on all the legs, including Bob Bascom, Ted Kelly, Allison Lehman, Jerry Keefe and Bill Williams. *Surprise*

will return to the Bay Area in May, heading north as the weather improves.

Vitesse — Bill Siegel's fire-engine-red SC 52 (ex-*Two Dog Gone*) will make its turbo debut in this race, which doubles as a tune-up for their upcoming Tahiti Race record attempt. Her crew consists of boat captain Commodore Tompkins,



LATITUDE/ROB

The Schumacher 46 'Surprise' should do well in the Cruising Division.

Nancy Potter, Dave Wahle, Jonathan Livingston, Eric Steinberg, Robin Sodaro and Malcolm Park. They'll be sailing with a new HiTech Composite carbon rig, which is five feet taller than the rig they

lost prior to last summer's Pacific Cup. They've also got a 4-foot penalty pole, two gigantic asymmetrical kites and an oversized main — they'll definitely be the first SC 52 to finish.

Taking a page from the Dave Wahle playbook, *Vitesse* won't stick around in PV for an extra minute after the race. "We've got to get back for the Tahiti Race in early May, which is the real focus of this project," said Commodore.

Zephyrus IV — This state-of-the-art R/P 75 turbosled has dropped two carbon fiber rigs now, one in its TransPac debut in '97 and again in the '98 Pacific Cup. After sitting at a private dock in Brickyard Cove for six months, the boat finally has a new stouter Omohundru rig in it and is sailing again. "Hopefully, the third time's a charm," said boat manager John Driscoll. "The first rig weighed 250 pounds; the second one was 285; and this one, at 320 pounds, should be substantially better."

The rig isn't all that owners Bob McNeil and John Parrish have beefed up for this race. The crew has been seriously upgraded, too — Jeff Madrigali and John Bertrand (from Annapolis) will be primary drivers, and Mark Rudiger will navigate. Other crew are Dave Culver, Mark Simms, Chris Busch, and 'Big Mike' Howard.

If you want to follow the race, Del Rey YC will be posting daily position reports on www.dryc.org. Computer illiterates can dial (310) 823-3842 for a recorded phone message.

Race Notes

Sale boats of the month: Lew Beery has sold his highly successful Andrews 43 *It's OK!* to Santa Barbara's Ron Melville, who previously owned the Andrews 39 *Impact*. Beery is expected to begin building a flat-out Alan Andrews-designed 50-footer

THE RACING

soon. . . Bruce Schwab just sold his beautiful 30 Square Meter **Rumbleseat** to Robin Tattersall of Tortola, BVI. Schwab had "mixed emotions" about the sale, having restored the boat for 13 years before campaigning it for 5. He has no immediate plans for another boat, preferring to remain a 'free agent' for awhile.

Pete Peters of Sausalito, who races the Olson 25 **Red Stripe**, has acquired the Express 34 **No Tickets** (hull #5), which he renamed **Traveler**. Pete intends to enter some shorthanded races with his new steed, hopefully leading to the SSS Trans-Pac in 2000. . . Another 99-rater, the Express 34 **Endurance**, was recently purchased by Eliel Redstone, who previously campaigned the Express 27 **Yeofy**. Mike Condon, *Endurance's* former owner, has ordered a Farr 40.

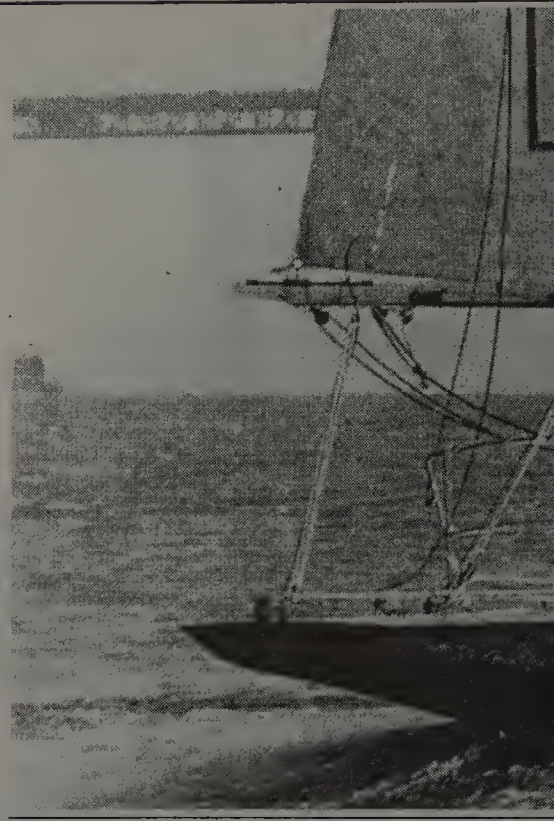
Dockside rumor is that the red-hot Ross 35 **Revs**, which was seriously roasted in a dockside fire last winter, was finally sold by the insurance company to an undisclosed buyer for the sum of \$1. . . Santa Cruz sailmaker **Dave Hodges** just bought **Timber Wolf**, the 1979 cold-molded Farr 38 that originally belonged to Larry Harvey. Dave will pick up the boat

from San Diego at the end of January, bring it to Santa Cruz for some underbody repair work, and eventually keep it at Richmond YC. He'll use the **Wolf** mostly for cruising, though he may debut her in the Singlehanded Farallones (April 10) "if everything works out." . . . Hodges, incidentally, just doubled the size of his Santa Cruz Sails loft, increasing the floor space to 8,000 square feet. Things must be going well down there, as one of his longtime employees, Steve McCarthy, also just bought a boat — the red Moore 24 **Ruby** (hull #6), which he rescued from Marina del Rey.

Changing of the guard: **Doug Storkovich** (*Dance Away*, Santana 35) is the new head of OYRA, taking over from stalwarts Don and Betty Lessley. The ocean racing season starts again on April 17 with the StFYC-hosted Lightship Race, a mandatory life jacket race. . . **Pat Broderick**, who recently revived the racing program at Sausalito YC, is on to bigger things — he'll spend the next two

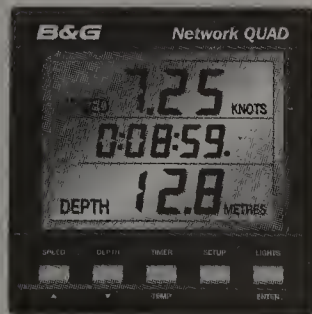
years as commodore of the busy Singlehanded Sailing Society (www.sfbay-sss.org).

More sale boats: **Dale Williams** has sold his successful Beneteau 42 *Savoir Faire* and moved up to the hot Farr ILC 46 *Aoba Express* (ex-Swing). The boat is currently at Anderson's in Sausalito. . . San Francisco YC member **George Vare**,



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'Rumbleseat', Bruce Schwab's 18-year project, is moving to warmer climes.

former owner of the Mull 32 *The Shadow*, has purchased J/105 hull #255, which will be turned over to him after it is displayed at the upcoming Sail Expo. "We have deposits for **two more J/105s**," said J/Boat dealer Chris Corlett. "This is as-

tounding — the local fleet is up to about 35 boats, and heading towards 50!" To service the ever-expanding J/Boat empire, a third West Coast **Sail California** office just opened its doors on Shelter Island in San Diego. Jeff Brown, who has worked with Jeff Trask in Newport Beach for several years, will be in charge of the new outlet.

LATITUDE ARCHIVES

Random notes: **John Jourdane** has re-released *Icebergs*, *Port and Starboard*, his firsthand account of the '90-'91 Whitbread Race. Contact John at www.jourdane.com to order your signed copy. . . The eight-boat **One Design 48** fleet is taking a breather this year, putting together a less ambitious schedule than in the past due to conflicts with the America's Cup and the Admiral's Cup. The class elected not to compete at Key West or the SORC, and will kick off an abbreviated season with the **Chesapeake Grand Prix** on April 29-May 2, followed by a series of regattas on the Great Lakes. New charterers expected to join the fray include George Collins (*Chessie Racing*) and Peter Gordon (*Gaucha*).

More midwinters: Class winners of the Oyster Point YC-hosted **SBYRA midwinter race** on January 16 were *Sundancer* (Hunter 34, Bob Carlen) and *Chablis IV* (Cal 2-25, Dave Few). Hold the wisecracks about Few's PHRF rating, please. . . The third **Alameda YC Estuary Midwinters** attracted 20 boats on January 10, with the usual suspects popping up in the winner's circle: *Quickie* (Spinnaker, Capri 25, Jack & Will Matievich), *Drummer* (Co-

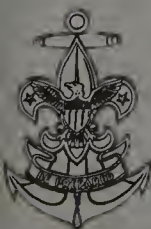
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THE RACING

lumbia 5.5, Alan Weaver) and *Dancing Girl* (Catalina 27, Steve Curtis). . . The **Santa Cruz YC midwinter race** on January 23 was called off, presumably because of inclement weather.

Southern exposure: Doug Baker's Andrews 70+ **Magnitude** won the slow Malibu Race, the first race of the New Year down in Southern California. . . The USC nautical Trojans, led by sailor of the year candidate Dalton Bergen, continue to be white hot, winning the **Rose Bowl** at Alamitos Bay YC on Jan. 2-3 over runners-up St. Mary's and UC Irvine. Stanford was eighth, **College of Marin** was a surprising ninth, and Berkeley was twelfth.

Bad to the bone: The Disney family's brand new R/P 73 **Pyewacket** was christened in Florida on January 23, just in time to debut in early February's Pineapple Cup. The birthing process wasn't without some pain — builder Eric Goetz of Rhode Island had to throw away the first hull due to some bad laminations. "It wasn't really anybody's fault," commented **Robbie Haines**, the project's long-time sailmaker and tactician.



More Disney magic — stay tuned for the the new 'Pyewacket', coming soon to a regatta near you.

The Jamaica Race crew will consist of both Disneys (father Roy E. and son Roy P.), Haines, Gregg Hedrick, **Stan Honey**, Rick Brent, Ben Mitchell, Doug Rastello, Zan Drejes, Dan Crowley, Dick Loewy, **Scott Easom** and construction manager Tom Faire. Hopefully the boat will be fast right out of the box, possibly even breaking *Windward Passage's* 29-year-old record of 3 days, 3 hours, and 40 min-

utes over the 811 mile course.

Pyewacket will be shipped to California on March 1, switch bulbs (from 'turbo' to 'TransPac') and tune up in the Ensenada Race and some local L.A. races before the big one, the **TransPac on July 3**. The crew for that race is everyone listed above except Faire.

NOODist colonies: The first **NOOD Regatta** was held 11 years ago in Newport, RI. Last year, these excellent GMC Yukon/Sailing World-sponsored one design regattas attracted 1,258 boats and over 10,000

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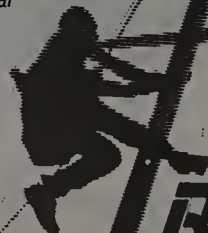
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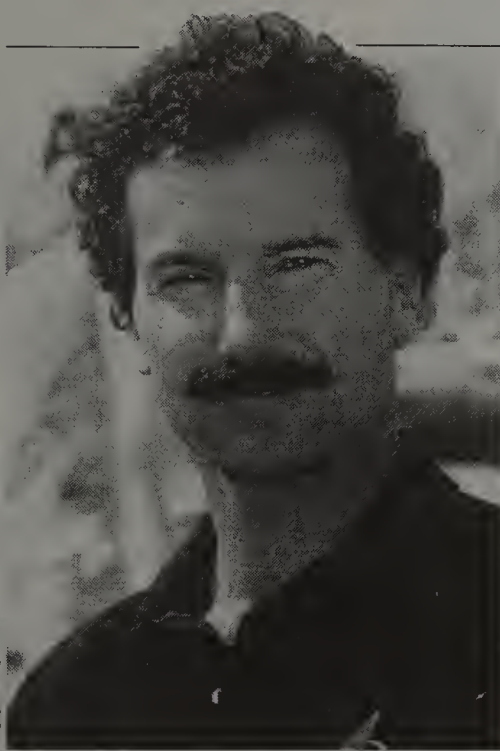
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sailors at eight locations, including San Diego (97 boats) and San Francisco (124). Chicago was the biggest NOOD stronghold, sporting 255 boats, followed by Detroit with 216. Oddly enough, the Newport event is being dropped in '99 due to declining numbers, but two new venues will make their debut — Annapolis (May 7-9) and Larchmont, NY (Sept. 11-12). The new NOOD season kicks off later this month, on Feb. 19-21, in sunny St. Petersburg, Florida.

Kudos: The '98 Yachtsmen of the Year at Santa Cruz YC were **Roger Sturgeon** and **Rob Schuyler**, who have raced their SC 27 *Hanalei Express* for many years. Lately, they've moved up to sailing Sturgeon's SC 52 *Rosebud*. Top Yachtswoman was **Shana Rosenfeld**, a longtime Moore 24 campaigner with her *Gelfetch*. . . Meanwhile, taking similar honors at St. Francis for the year just past were **Paul Cayard**, who needs no introduction, and Europe sailor **Lynn Olinger**. The StFYC small boat sailor of the year was 49er **Morgan Larson**.

The envelopes please: Results of the main show, the '98 **Rolex Yachtsman**

COURTESY AMERICAONE



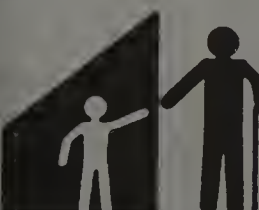
Paul Cayard, the St. Francis YC Yachtsman of the Year. Next month — even bigger honors?

and Yachtswoman of the Year, will be announced on February 5 at the New York YC. A panel of 16 "distinguished yachting journalists" (one of our favorite

oxymorons) has already met via conference call to choose a winner from the seven men and four women that made the 'short lists'. The men's field consisted of **Paul Cayard**, Terry Hutchinson, Vince Brun, Nick Trotman, Paul Foerster, Jonathan and Charlie McKee, and John Ross-Duggan. The women nominees were Betsy Alison, Karen Thorndike, **Stephanie Wondolleck** and Margaret Gill.


Nine lives: **Beowulf V**, Alan O'Driscoll's continually updated 29-year-old D-Cat, set a course record of 64 minutes in the unusually windy New Year's Day Race held inside San Diego Bay. O'Driscoll, of La Honda, was joined by Chris James of Los Gatos for the record run. The 32-foot *Beowulf V*, which once held the U.S. straight-line sailing speed record of 31.6 knots, was built in 1970 by Skip Hawley off a design by original owner Steve Dashew and his buddy **Norm Riise**. The latter's son, John Riise, toils at this very magazine.

Simply gigantic: The **ISAF 99 World Sailing Championship**, one of the largest one design regattas ever held, was hosted in January by ten yacht clubs near Mel-




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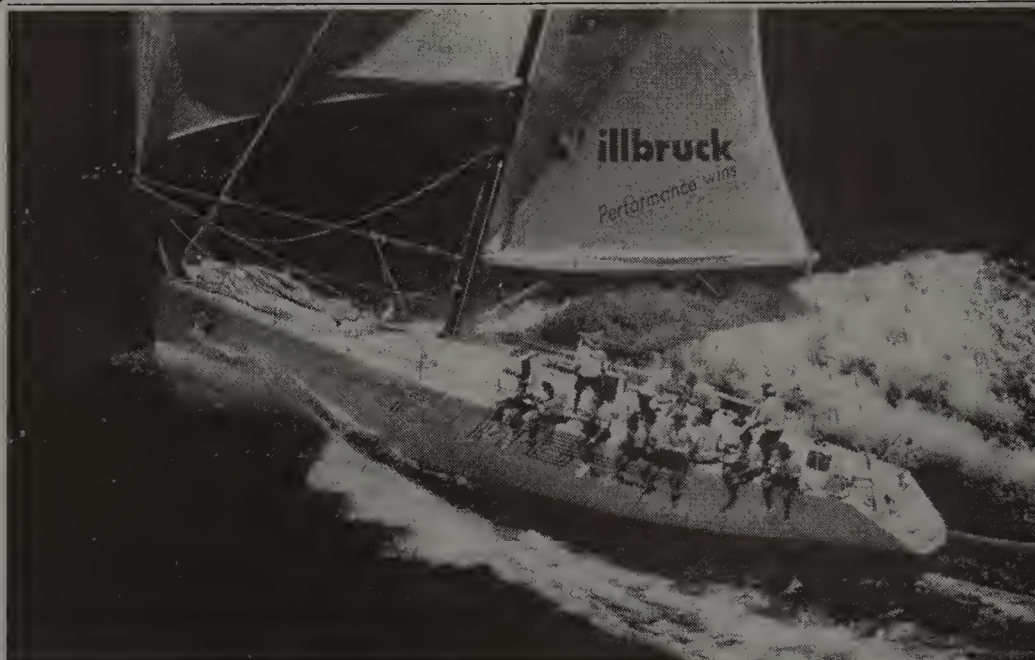
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THE RACING SHEET

bourne, Australia. Some 1,800 sailors from 56 countries sailed in the epic event, with 16 world titles being decided. Seven Olympic classes were represented, and several dozen Bay Area sailors made the trek Down Under. **Jeff Madrigali** (who took second in the Soling Match Racing) and the team of **Morgan Larson** and Kevin Hall (third in the 49ers) were our top finishers. Australian sailors, not surprisingly, did particularly well in their home waters. Surf to www.99worlds.org for the whole story.

Jump start: The VO-60 racer **illbruck** will be constructed in-house in Leverkusen, Germany. The Farr design will be the first new Volvo Open 60 built for the Volvo (ex-Whitbread) Round the World Race 2001-2002. Meanwhile, the team's two training boats, also named **illbruck** (the former *EFL* twins), are being moved to the Atlantic coast of Spain for ten weeks of sail testing and crew practice and selection. "It's an ideal place to train," said skipper **John Kostecki**. "We can expect the whole nine yards of winds, without all the extremes of heat or cold." It's obviously too early to place any bets on the next Race — but this group will certainly

COURTESY ILLBRUCK



The 1D-48 'illbruck-Pinta' at last summer's Kenwood Cup. The German group is the first to throw their hats in the Volvo Race ring.

be a major player.

Stop the press! Local SSS TransPac veterans **Bob Gay** and **Fred Hess** have just ordered a Jim Antrim-designed **Open 50** for the next round of singlehanded circumnavigation races. Sponsorship will

come from Alameda's Ascend Communications (soon to be part of Lucent), Jim Betts will be the builder. If all goes according to plan, Gay will sail the new boat in the **Vendée Globe** in 2000, then turn it over to Hess for the **Around Alone** in 2001. We'll get back to you next month with more information on this exciting development.

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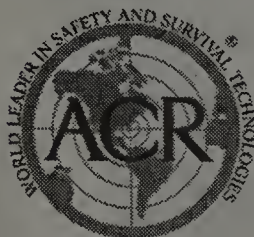
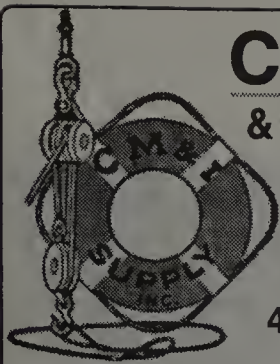
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With reports this month on two new **High Performance Charter Options**, memories of a **French Canal Voyage**, and miscellaneous **Charter Notes**.

In Search of Speed & Performance: Two New Charter Niches

Every charter junkie has priorities when it comes to planning a sailing vacation. Some want the ultimate in luxury, while others want the cheapest possible price. Some want a boat with a private head in every cabin and a jacuzzi on the aft deck. Still others care only about speed and performance — if that sounds like you, take note. This month we'll introduce you to two exciting new charter programs where performance is key: a matched pair of 76-ft racing yachts and a fleet of 30-ft 'sportboats'.

You'll like the story of the new W-Class match racers almost as much as you'll like sailing on them, if you ever get the chance. Donald Tofias, a successful Boston businessman and avid sailor, had a

Although not too well known yet on the West Coast, Henderson 30 sportboats have been making headlines in Florida and the Caribbean.

dream to create a new class of large, beautifully-crafted sailing yachts that would be aesthetically reminiscent of yacht racing's pre-WWI glory days. His ambitious vision conjured up images of elegant J-boats and New York 50s, boats that could burn up a race course and win a beauty contest at the same time. To bring his dream to fruition, Tofias enlisted the services of the late Noel White, a revered New England designer whose passion was amalgamating time-honored design sensibilities with wood/epoxy methodology.

The end result of their collaboration was the largest wooden racing yacht built in decades — a sleek, sexy, 76-footer called *Wild Horses*. This horse was born to run, but only in one-design contests, so a second boat was launched shortly afterward: *White Wings*. Currently the two are based at the BVI's Bitter End Yacht Club, where they are available throughout the winter for day charters and match racing. They'll also compete in major Caribbean regattas.

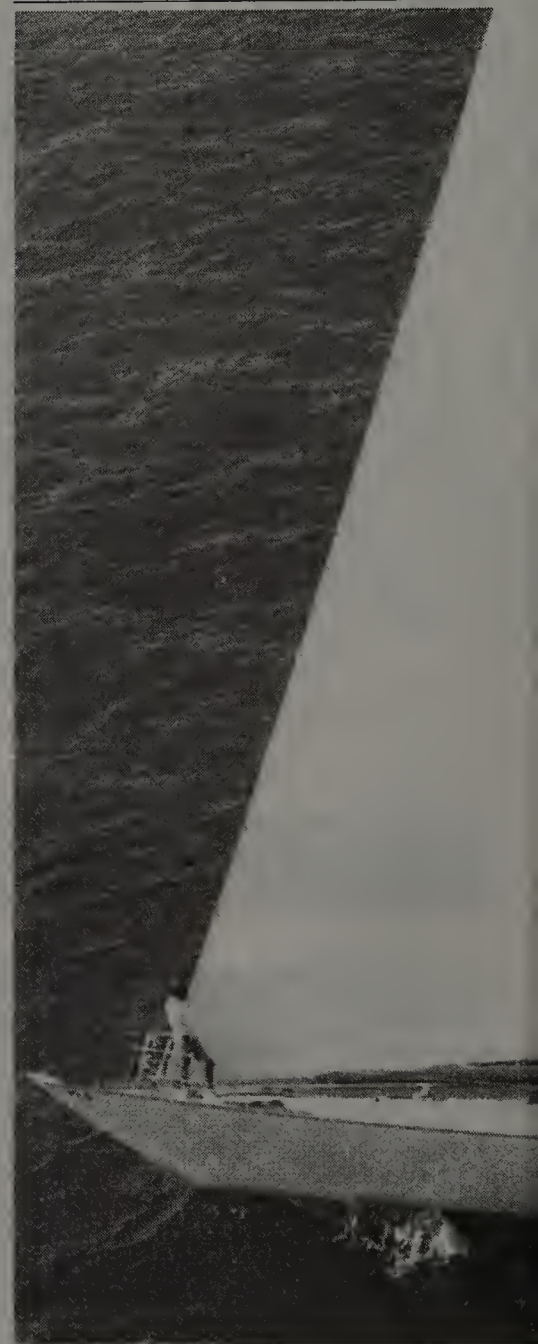
With graceful sheer lines, low freeboard and teak decks under a cloud of sail, they are quite an impressive sight. And they must be a kick to sail, with the ability of make 18 knots off the wind and 10 knots to windward — as close as 30° off apparent.

Unseen beneath each cold-molded wood/epoxy hull, is a deep fin keel capped with a lead bulb that accounts for half of the boat's 53,000-lb displacement. A 95-ft carbon-fibre mast supports a fractional sailplan.

Once the word gets out, Tofias hopes other enthusiasts will build W-boats, so they can eventually field their own one-design classes within major regattas.

To that end, he plans to ship his two boats to Europe this summer, where they can be showcased to a potentially eager market — Europeans really love classic wooden yachts.

In the summer of 2000,



Wild Horses and White Wings will transit the Panama Canal and head up the West Coast as far as Port Townsend, with a stop at the Bay en route. Then, they'll be off to Sydney for the "real millenium" celebration, on New Year's of 2000.

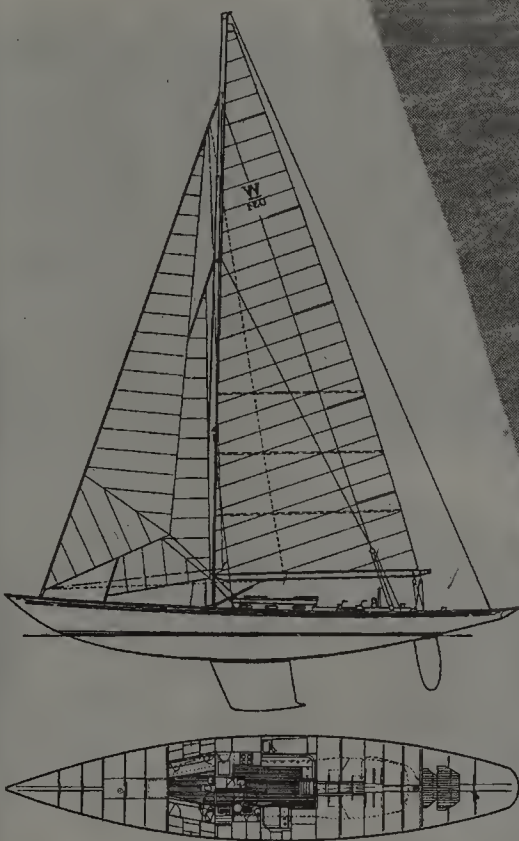
So if you're going to the Virgins this season, be sure to check them out. Otherwise, stay tuned for a timetable of W-Class sailing ops here on the West Coast. And with any luck, before too long you'll be able to charter them in a variety of locations so you can live out your own Walter Mitty sailing fantasy. Contact Padanaram Yacht Company at (781) 890-5511 for more info; or e-mail: info@w-class.com.

Now, about those sportboats: Capitalizing on an impressive list of racing successes, a new fleet of virtually identical



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OF CHARTERING



LOA: 76 ft. 4 in.
LWL: 53 ft 11 in.
Beam: 16 ft. 1 in.
Draft: 11 ft.
Displacement: 52,900 lbs.
Ballast: 25,000 lbs.
Sail Area: 2,239 sq. ft.
Engine: 170 hp diesel
Builders: Brooklin Boatyard,
Rockport Marine
Naval Architect: Joel White

Donald Tofias had a dreamy sailboat concept, and he found just the right team to design and build it. The result was a museum-quality wooden yacht, 'Wild Horses' that's rarified to compete on the race course, and ready to charter.



PADANARAM YACHT CO

Henderson 30 'sportboats' are now available for rental in the Caribbean on a bareboat basis. Like Melges 24s, Mumm 30s and other popular planing hulls, Henderson 30s are extremely fast and exhilarating to sail. They have fractional rigs and each carries an asymmetrical spinnaker, flown from a telescoping bow sprit. They're already being heavily booked for major winter and spring regattas like the Sint Maarten Heineken Regatta, the Lee-regatta CORT series (in the Virgins and Puerto Rico), and Antigua Sailing Week. When mixed with other ultralights, Hendersons have proven they are capable of winning their class. But what might be even more fun — and is likely to happen in Antigua this year and elsewhere — is to compete head-to-head in a Henderson 30 only class.

Built by SOCA Sailboats of Trinidad, this design was introduced in 1997 and began making headlines when a Henderson 30 won her class at the '97 SORC. Later that year, *Sailing World* magazine picked the design as their "1997 PHRF/Sportboat of the Year."

This expanding fleet of Henderson 30 bareboats is marketed for charter by European-based Merriweather Racing, whose founder, Richard Merriweather, explains, "...nothing can match the fun of Caribbean sailing regattas. However, it has always proved a problem to find competitive race yachts to char-

ter." We know many veteran charterers share his frustrations, especially since few bareboats carry whisker poles, let alone spinnakers. Merriweather, by the way, is himself a highly experienced ocean racer.

For serious racing, a crew of eight is the norm. Naturally, though, there's not a lot of creature comforts below. So our suggestion for the ultimate regatta charter would be to rent a Henderson 30 to race and a big comfy bareboat or crewed yacht for a mother ship. A large catamaran would be ideal.

In the interest of giving credit where credit is due, however, we should remind you about the fleet of J/120s that's been offered in the Caribbean by The Moorings for the past two years. That company's joint venture with J/Boats first introduced the concept of one-design bareboat racing at both established regattas and specially-organized J/120 Race Weeks, where a specific group of clients charters the whole fleet for their own private regatta.

Whichever fleet best suits the skills of your group, the basic concept is an excellent one. While either boat would be a gas to race, each design has its pros and cons. The Henderson is undoubtedly faster, but it also demands slightly more sophisticated crew skills and the J can be sailed with as few as three or four crew. And while the J/120 is stripped out compared to a typical 40-foot bareboat, it can be used as a spartan cruiser for island-hopping before or after the regatta. By contrast, cruising on the bare-bones Henderson 30 — especially with a full crew of eight — would be an adventure indeed.

In either case, if you've been thinking about checking out a Caribbean regatta first hand, or have been pipedreaming about putting on your own special

Graceful, stylish and fast... What's not to like about the new W-Class racing yachts. Born to match race, they can be chartered by the day.

PADANARAM YACHT CO/BEN ELLISON



sunsoaked race week with friends of associates, these two fleets should be at the top of your list. Both Merriweather and The Moorings can also plan all the associated travel and land arrangements, if you are interested in a package deal.

Merriweather doesn't yet have U.S. representation, so you'll need to call: 011-44-171-384-1999, fax: 011-44-171-384-2666. Better yet, e-mail: *Merriweather@dial.pipex.com*. The company website is: *www.merriweatherracing.com*.

For inquiries with The Moorings, call: (800) 535-7289, or e-mail: *yacht@moorings.com*. The Moorings website is: *www.moorings.com*.

French Treat: Barging the Midi

Last summer, my wife and I had the pleasure of doing a one-week barge charter on the Canal du Midi in the south of France. We had read and heard much about canal barges and so, with two other couples, we chartered the 75' Dutch-built, steel barge, *Sherborne*.

Although no longer under sail, she had been built in 1927 as a gaff-rigged work boat. The current owners, a British couple, bought her six years ago, gutted her back to her steel frames, and completely rebuilt her as a three-stateroom charter boat. The workmanship, quality and air conditioning are superb.

The boat has a 14' beam, 3'6" draft, and weighs 90 tons. She's currently powered by a 40 hp diesel, which surprisingly enough, will push her along at 8 knots if



DENIS NEUMANN

LATITUDE GRAPHIC / CHRIS



The Canal du Midi was built during the reign of King Louis VIX, from 1660 to 1680. It's 280 km long, and located near the border between Spain and France. It allows boats to transit between the Atlantic and the Mediterranean without having to go through the Straits of Gibraltar. It saves approximately 1,800 miles of travel. I wonder how many U.S. sailors know about it or have used it?

There are numerous low bridges and locks along the way; some so narrow and low that we would have less than a foot of clearance on the sides and top. We did

see a number of sailboats making the passage, with their masts down, of course.

Centerboard boats have the easiest go, as the canal is only slightly more than six feet deep, 50 to 60 feet wide, and becomes shallower near the edges. There are no facilities such as boat yards, fuel or pump-outs along the way. There appear to be a few small harbors, but most boats tie to the banks at night.

The portion of the canal we were traveling is quite beautiful; lined with old growth sycamore trees on both sides, spaced about 25' apart. The area we were in is called Roman Provence, with many vineyards, wineries, Roman ruins, castles,

necessary! I had an opportunity to try my hand at steering *Sherborne* for about thirty minutes, which was quite enough. Without a lot of windage and no keel it took considerable concentration.



The water of the Canal du Midi may not be gin-clear, tropical, or blue, but it can lead you to some amazing places. And the vessel du jour in this part of France is, of course, a cozy barge fitted out for custom charters.

and history. Some areas reminded me of the Delta, but a bit more picturesque!

In the course of the week, we traveled a total of fifty miles and transited at least fifteen locks; all nearly the same as when they were built three hundred years ago, except that now they are electrically operated, and some are fully automated. Each lock is 100 feet long, but narrow, so only a few boats can transit at a time. The tow path is still there, and is used by walkers and bicyclists. We found we could walk faster than the barge, as the skipper kept her to a sedate 3 knots.

Of all the canal boats operating in France, only one of them appears to be

operated by a Frenchman. They are nearly all operated by English owners with a few Americans for flavor — mainly, I understand, because nearly all their customers are either English or American.

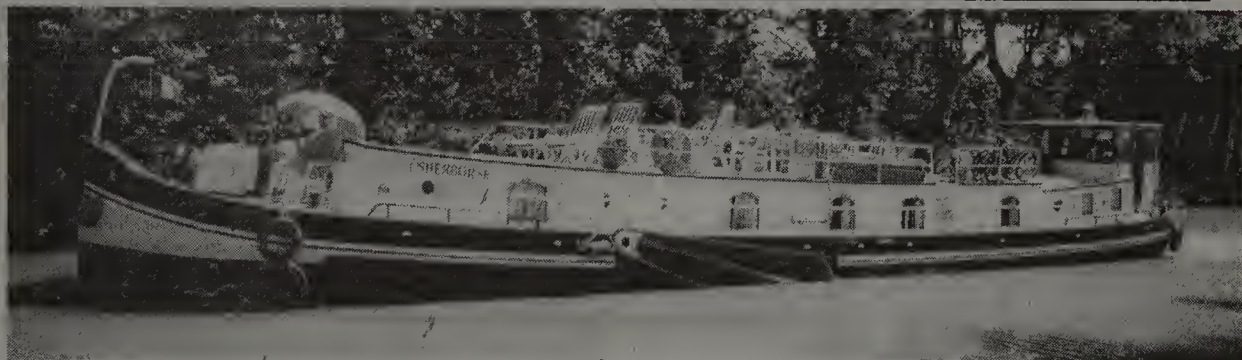
Also, operating in the canal are numerous self-drive boats, some very similar to Delta Destroyers (locally called bumper boats). They are very reasonable to rent and are speed limited to about 8 knots, so they're not that much of a nuisance, but driver skill was not always apparent. They can be rented quite inexpensively, and come in a variety of sizes and types.

charters can be found on the internet.

Charter Notes

If there's one thing we Americans can probably all agree on, it's that we're all just too darned busy these days. One consequence of that fact is that it's getting harder and harder for groups of friends or family to organize vacations at the same time. Hence, the need for sailing opportunities where you can **join as an individual**. Here are a few options that have crossed the Charter Desk this month.

We often like to plug Bay Area charter



There were also a few commercial barges hauling grain.

This trip was a treat that had been in the planning stages for two years and was worth every cent! The skipper's wife was a superb chef, providing wonderful breakfasts and outstanding lunches every day. In the evenings, we ate dinner at the villages along the way, also finding some incredible meals. The wine was excellent, cheap — \$3.00 to \$4.00 a bottle — and plentiful. Weather was clear, windy most days, with temperature in the 80s and 90s. No bugs, flies, or mosquitos. Because of the latitude, it was not fully dark until 10:30 p.m., making for some beautiful warm evenings and late dinners.

It was probably the best vacation we've ever taken, and we hope to get back to that part of France again soon.

— denis neumann
redwood shores

Ed. note: In addition to the Canal du Midi, barge charters are available in a variety of other Western European locations including northern France, throughout the Netherlands and in several areas of Great Britain. The Neumanns booked through The Barge Lady in Chicago (800) 880-0071. Many other sources for barge

boats when they go on sabbatical and venture into foreign waters, which is just what **Alan Olson's** lovely 54-ft schooner **Maramel** did this winter: she flew the coop to Mexico. The series of adventure sailing trips he's offered have been a sell-out, but at this writing there is still space on a 10-day cruise in and around Banderas Bay (aka **Puerto Vallarta**). When not practicing your sailing skills, you'll explore all the favorite cruiser anchorages in the area, in addition to a night sail to uninhabited Isla Isabella, which is famous for snorkeling and wildlife. ASA certifications or upgrades are available. Call (415) 331-1282 for details.

We've written recently about **Modern Sailing Academy's** series of instructional sailing adventures throughout the South Pacific aboard their custom Islander 53, **Polaris**. Her itinerary is now fully booked, with the exception of two legs, which, ironically enough, generally include some of the best sailing: **Tahiti to Hawaii** via the Tuamotus (July 1 - 25), and **Hawaii to San Francisco** (August 10 - September 3). Call (800) 995-1668.

From our out-of-the-ordinary-charters department. . . How about sailing on the 126-ft, **three-masted schooner Alvel**, which is currently chartering in New Zealand, while slowly working her way around the world. Owner Evan Logan

WORLD OF CHARTERING



PETER MCGOWAN

checked in with us recently to report he'll be heading back to **Fiji** in March, then through **Melanesia**, and on to **Indonesia** and **Southeast Asia**. He may even go the China. Write him — quickly — via Poste Restante, Nelson, New Zealand.

Last, but not least, we remind you that the **Sailing Center at Orange Coast College** offers a full range of coastal and off-

Oh yeah! We be jammin'. Alaska Eagle (ex-Flyer) cuts through the South Pacific swells off Brando's isle, Tetiaroa, in the Society Islands.

shore sailing programs aboard their remarkable fleet of donated vessels. Many are ex-offshore racers with distinguished pedigrees.

Their latest acquisition is a fine **Farr 55, Blacksilver**. Among other uses, John Jourdane will be using her as a forum for teaching **Performance Offshore Sailing** courses this season. "We figured anyone who could cross the Pacific 36 times, and lose a rig in every ocean is unflappable!" quips longtime OCC staffer Karen Priolo (who grew up sailing on the Bay).

Another favorite steed in the OCC stable is **Alaska Eagle** (ex-Flyer), an excellent offshore boat that's proved herself on dozens of ocean passages. This winter she returns from a **European tour** via Central America, before heading to the **South Pacific** in July as communications boat with the **TransPac**. Her enticing itinerary includes Hawaii, Tahiti, Fiji, Vanuatu, and Australia. But her ultimate destination is **New Zealand** for the A-Cup. Call (949) 645-9412 for details or check out schedules on the web: occsailing.com

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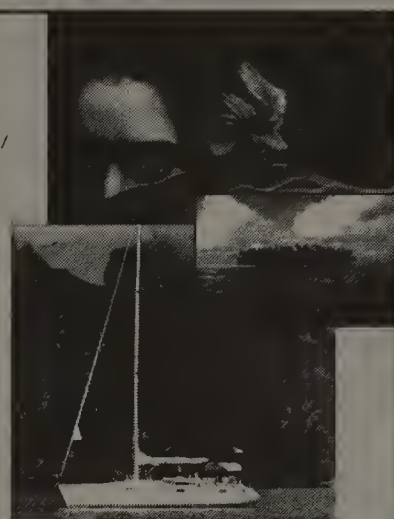
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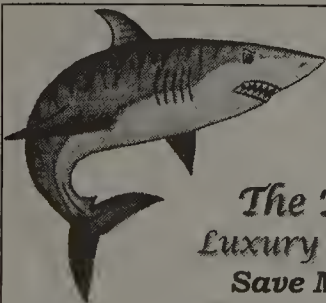
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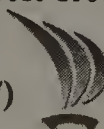
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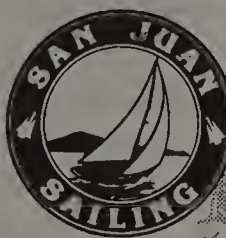
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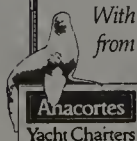
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CHANGES

With reports this month from **Dans'l** in Sint Maarten on swallowing the anchor; **Blarney**³ on a second post Ha-Ha cruise in the Sea of Cortez; **Destiny** on harbor-hopping to the Pacific Northwest; **Ti'ama** on a rough Sea of Cortez crossing contributing to a marriage proposal; **Dreamer** on leaving Australia for adventures in Indonesia; Padre Timo of **Scallywag** on the spring cruiser races in Mexico; **Spindrift** on making an inland (!) passage on the Pacific Coast of Baja; and **Cruise Notes**.

Dans'l — Niagara 36 Robert & Dana Bundy Swallowing The Anchor (Sint Maarten, Caribbean)

After four boats and 25 years of cruising — both in the Pacific and in the Caribbean — we've decided it's time for a change. As a result, we're gradually pulling out of the Caribbean.

Last May, Bob sailed *Dans'l* back to Summerfield Yacht Brokers in Fort Lauderdale to list her for sale. We'd had the boat commissioned there eight years ago prior to her maiden voyage to Sint Maarten. That was the beginning of our retirement dream, and our eight years of sailing through the Caribbean turned out to be everything we hoped it would be.

In addition to selling the boat, we're also selling our condo at the Simpson Bay YC here in Sint Maarten.

As you undoubtedly heard, hurricane *Georges* slammed into Sint Maarten last September, but fortunately there weren't many cruising boats in the area. The island learned so much from the devastation of hurricane *Luis* in September of '95 — 1,200 boats lost in the lagoon alone — that repairs and improvements are well underway.

After 25 years of cruising in the Pacific and the Caribbean, Robert and Dana are swallowing the anchor. Their memories, however, go on.

As you're well aware, Sint Maarten is a great island: it's beautiful, there are lots of good chandleries, you can receive boat parts duty free, the provisioning is excellent — and there's a veritable feast of neighboring islands to cruise to. In fact, it was while we were anchored in Gustavia, St. Barts, that the *Wanderer*, then aboard *Latitude's* Ocean 71 *Big O*, spotted us and came over for a chat.

During the summer, we usually sailed south of 12°N — and not just for insurance reasons. As early *Latitude* readers might recall, our previous *Dans'l* was one of 28 boats lost on the beach at Cabo San Lucas on that fateful December 8 in 1982. We learned that lesson early in our cruising career that you simply want to avoid real bad weather.

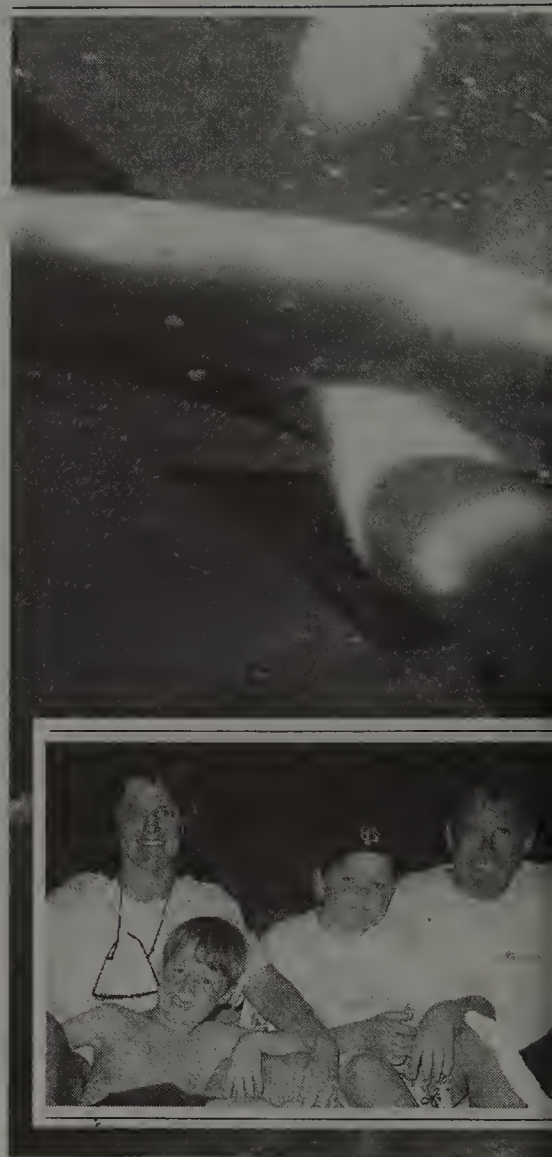
We're not quite sure where we're going to end up, as we're still pretty adventurous. But we did want to wish happy holidays to all our sailing pals no matter where they are. Our sailing days were wonderful, and our guest log book is plum full of names. We made friends with sailors from all over the world, and we still keep in touch — and not just over the SSB. Along with the many letters that come rolling in are a lot of great memories, too.

— bob & dana 11/9/98

Blarney³ — Morgan 38 The Maher Family December In The Sea (Alameda)

"When are you guys going on another sailing trip to Mexico?" our friends always ask us. I have to answer that I honestly don't know. Sometimes the trips come on with little notice. Other times we have a trip planned, but it has to be cancelled. Three years ago, for example, we did the Baja Ha-Ha with our two boys — who were five and seven at the time. We had such a great time that we were going to do it again the next year — until my husband Chris, the Good Samaritan, volunteered to become a human fender between two boats. We weren't going anywhere with his fractured pelvis!

Last year I told everyone that we *might* be doing the Ha-Ha again. However, I



didn't want to jinx anything by saying we would for sure. When our Morgan 38 had engine trouble and a minor electrical fire, and ended up in Dana Point rather than San Diego, I figured we weren't going anywhere. But then everything was repaired quickly.

Even while provisioning at the Costco in San Diego just prior to the start, I wasn't convinced we were going. In fact, I kept telling myself that we could still use the stuff even if we didn't go to Mexico. Three things finally convinced me we were actually going: 1) The excitement of Tom Lyons flying overhead in the Ha-Ha helicopter taking photos. 2) The fleet spreading out as we crossed the border and neared the Coronado Islands. And 3) The onset of *mal de mer*.

Seasick again! The nausea was a reminder of why I'm usually not in a big hurry to hop aboard a boat headed offshore. Luckily I don't stay sick for long, so by the time the beach party started at Turtle Bay, I remembered why it is that I sail to Mexico. The sand was so white, the water so warm, and all the people we met



COURTESY DANS'L

IN LATITUDES



BOTH PHOTOS COURTESY THE MAHER FAMILY

Spread; Eight-year-old Tom really took to snorkeling. Inset; Quality family time for the Mahers on the beach in Mexico.

were so terrific. The fact that my husband is one of the owners of UK Sailmakers of Alameda — one of the supporters of the Ha-Ha — made it all the more fun because we got to sail south with many of our customers.

After a great trip to Cabo and the end of the Ha-Ha, we decided to head to La Paz and the Sea of Cortez. As far as we were concerned, Los Frailes, our first stop on the way to the Sea of Cortez, turned out to be the best anchorage of all. The boys and I particularly enjoyed the snorkeling as there were huge schools of fish right by the boat. Eight-year-old Thomas just about gave me heart failure, however, when he decided — in the interest of underwater photography — to get up close and personal with a rather large lobster. The boy has no fear.

After a bit of a rough sail into a Norther, we pulled into Los Muertos. Frankly, I was still wondering why we'd left Los Frailes. The key to going north into the Sea of

Cortez from Cabo is to let the conditions dictate when you leave. Since the Northerners usually blow out in a day or two, the smartest thing is to make sure you carry a few extra provisions and enjoy the anchorage you're in a little longer.

A neat part of doing something like the

Ha-Ha is that you make friends with folks that you'll buddyboat with afterwards. We're still great friends with the folks we buddyboated with three years ago. And this year was no different as we aboard *Blarney*³ soon became inseparable from the folks in the Ha-Ha from *Saga*, *Bequia*, *Friendship*, and *Recovery*. The only problem was that our Morgan 38 was the "little boat" while Matt and Polly's Wylie 65 *Saga* was the "big boat". In addition to having three kids aboard, the Wylie 65 was like a magic hat because they kept pulling out these great toys. First they put a dinghy in the water. Then they pulled out a JY9 sailboat that the kids sailed all around the anchorages. Finally they produced an even bigger dinghy with a bigger outboard and a ski biscuit with a tow rope. My boys were in heaven! It would have been difficult to get them to do their homework had Matt and Polly not been so disciplined about their kids getting their schoolwork done in the mornings.

While Marina de La Paz is a fine place, we always stay at Marina Palmira because Ed, the marina manager, has always been so nice and accommodating to us and other cruisers. Having left our boat there once before, we felt confident returning. In fact, when we returned, we knew almost every boat at the dock! The fact that many of them had come down with us as part of the Ha-Ha in '95 and are still there indicates how much they enjoy it. Our boys love the Dinghy Dock restaurant and the beautiful pool at the marina. There is a fruit and veggie cart that calls on the marina each day, and if you want to do

Group bonfires on the beach were so much fun that all the boats anchored at El Cardonal decided to start a yacht club.



COURTESY THE MAHER FAMILY

CHANGES

other shopping, it's only a short taxi ride downtown. It's so comfortable in the mini paradise of a marina that I can see why some folks find it hard to get motivated to cruise out to the nearby islands!

However, after relaxing at the marina for awhile, we were determined to get out to the islands for two weeks. Provisioning wasn't a problem, not with the terrific great CCC (pronounced 'say, say, say') supermarket not far away. The CCC has everything that a cruiser could want, including a large locker of already frozen meats. Our modest refrigeration system really appreciates meat that's already frozen.

We don't have a watermaker, so making our 90 gallons last two weeks is always fun. At least the water from the marina's dock was fine for drinking. And our friends Larry and Bill were so generous with the watermaker water on *Recovery*. Larry, who is a doctor, told us the water was so pure he could use it to irrigate with during surgery!

Our time out at the islands once again proved there's nothing like buddyboating friends, as we shared all kinds of activities: Thanksgiving dinner to bonfires and campouts on the beach, and hiking, snorkeling and spearfishing. Of all the great times, though, the potlucks were the best. One evening, for example, we bought four kilos of shrimp from a shrimper, had a shelling party, and then prepared them three different ways with a big bowl of pasta. The meal was delicious — but it was the company that really made the evening.

We spent the most time at the El Cardonal anchorage, which is right next to Caleta Partida, but has a nicer beach and isn't as crowded. While there, the El Cardonal YC was spontaneously founded

The kids are all right! When hanging out on the beach, Caleb, Patrick, Hayden, Thomas, and Addie didn't seem to miss rainy California.



COURTESY THE MAHER FAMILY



after cocktails around a bonfire. The club's first meal was some of the catch of expert spearfisher Doug of *Bequita*, which was then tastefully marinated by his wife Teresa. What a great group of people!

Even though we would have been quite happy to stay at El Cardonal, we decided we should really move on. Having previously enjoyed Isla San Francisco, we headed back. Once again the wind was blowing out of the north, but we decided to just keep pounding against it until we got there. It took most of the day, but what a picturesque island!

Once we settled in there, the same thing happened: It was so nice that nobody wanted to move! One boat told us to forget Isla San Jose because there were too many bugs, and another told us Evaristo wasn't as pretty. So the only reason we did leave was to get back to La Paz to catch a flight back to California. Once again we'd failed to make it very far into the Sea of Cortez for the same reason — we were having too much fun.

For folks planning on heading to Mexico and wondering about sailing up into the Sea of Cortez in November, it's the second time we've done it. On both

While Los Muertos has a morose name, it's a good place to wait out Northerers. Thomas decided it wasn't a bad place to hike, either.

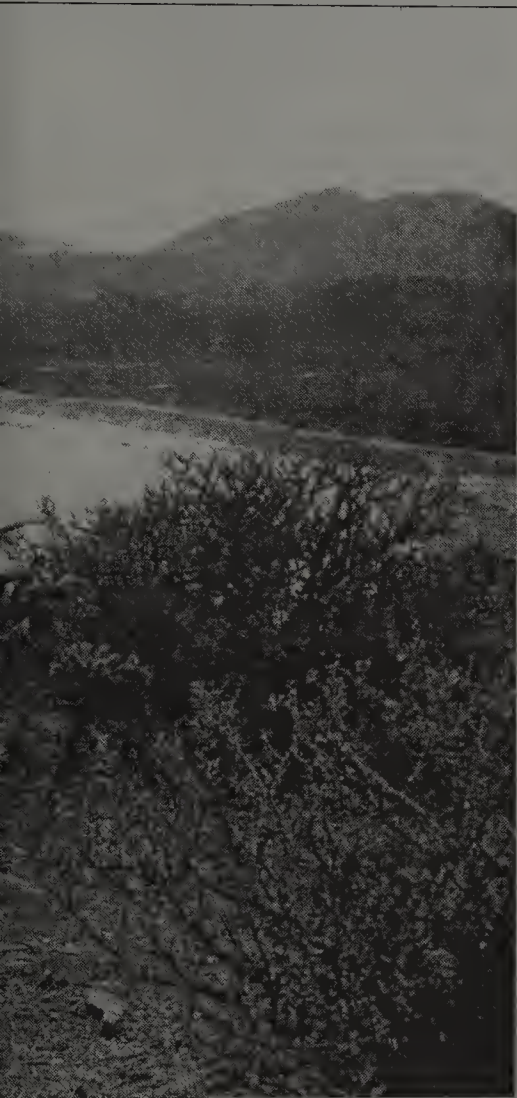
occasions we left Cabo about November 8, shortly after the finish of the Ha-Ha. On both occasions, we had great weather. The air temperature was a very pleasant 88°, which wasn't too hot and certainly wasn't cool. We didn't even need sweatshirts in the evening. The water temperature was 82°. A couple of Northerers blew through, but at only around 25 knots. We flew home on December 10 — just a few days before the weather in the Sea of Cortez reportedly dropped into the mid-70s. But it's January 20, and the weather report shows La Paz to be 88° again.

How and when are we bringing the boat back to the Bay? I don't have any idea, we're too spontaneous.

— sheila 1/20/99

**Destiny — 44 Nauticat
Duane & Pat
San Juan, Gulf and Discovery Islands
(Northern California)**

We've enjoyed and been inspired by *Latitude* for several years, so in March of last year sent in a letter looking for crew to go north with us. We didn't find any-



COURTESY THE MAHER FAMILY

there six years ago.

Our intention had been to head up to Alaska, but we spent so much time enjoying the Discovery Islands that we'll have to save that area for another occasion. By the way, despite a couple of days of rain, the weather was mostly great.

During our travels, we met some very nice people who were either cruising or making plans to do so in the near future. Some of these acquaintances took us sightseeing in their local areas, invited us to their homes for dinner, and offered us rides to do our shopping. It was really great to meet and enjoy the company of these fine people.

We also can't say enough about the way we were assisted by the American and Canadian Coast Guards. We were delightfully surprised about the way they would assist us in entering unfamiliar harbors. It was pretty obvious that some of the stations had been 'bit' by some ungrateful mariners in the past, and therefore were reluctant to give specific information concerning navigation aids and such. But for the most part they treated us superbly.

There are always exceptions to the rule, of course, and in our case it was the Crescent City Coast Guard. They reminded us of how things apparently used to be in the bad old days with the San Diego Harbor Police.

It appeared to us that whatever department is in charge of the aids to navigation — such as buoys, markers and lights — should really take a good look at the very poor and antiquated system and bring it up to date. When entering a strange harbor at night — which we naturally tried to avoid — the navigation lights were very dim and blended in so well with the background lights that it was nearly impossible to see them. We also noticed that green buoys blend right in with the water color, and are therefore difficult to see. It appears that the navigation aids could benefit from modern technology with the use of strobe lights and bright yellow and orange colors that would contrast dramatically with marine colors. We assume that the objection would be that they don't have the money, but we think that's a lot of bull.

We'll give you an example of the problem. We were being led into a harbor late one night when the visibility was poor. Before long, we lost our escort as their light blended in perfectly with the background lights. When we radioed that we'd

lost them, they turned on a small blue strobe light. Wow, what a difference that made! Suddenly it was easy to follow them.

Anyone who doesn't believe there's a problem should try entering Fort Bragg on an overcast night, as all the green lights mixed together make it seem like a Chinese Fire Drill on New Years. We're sure that the navigational light system could be greatly improved — and probably with a savings in money and boats!

During our trip we stayed at a couple of ports on Indian Reservations. Despite all the freebies they receive from U.S. taxpayers, they charge the most money for berthing despite having the least convenient and poorest facilities.

Having read so much about Coast Guard boardings in *Latitude*, we were a little apprehensive. While it's true that we were boarded six times, the Coasties were always pleasant, so I assume that the people who get upset by such boarding have something to hide.

All in all, we had a wonderful experience and would recommend the trip to anyone with a well-built boat designed for going to sea.

— duane & pat 12/5/98

Duane & Pat — We'd love to see a log of your trip to find out how many miles and hours you made between stops, and what kind of weather you had along the way. Any chance you saved that material?

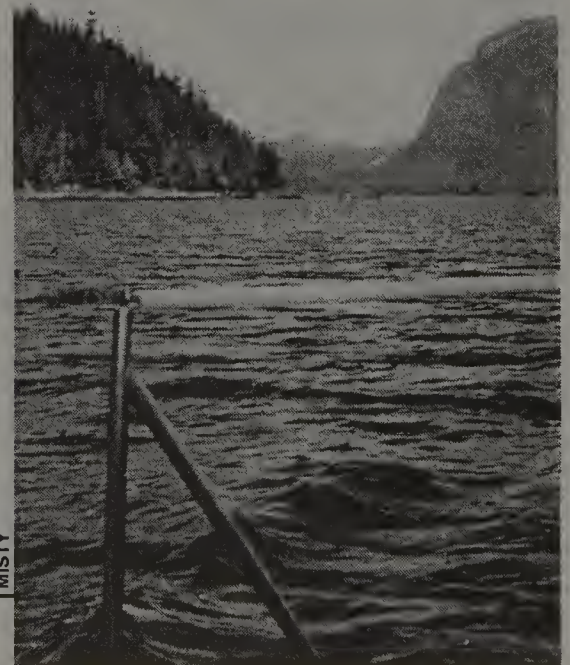
If you had a bad experience with the Gulf and Discovery Islands of the Northwest are pristine and uncrowded. And when Duane and Pat were there, the weather was fine, too.

one, so my wife and I — both in our mid-60s — headed out the Gate ourselves on May 4 and turned right.

We harbor-hopped most of the way up the coasts of California, Oregon and Washington, and even stopped in the ports that are *not* recommended by *Charlie's Charts*. As one always must expect when headed north, we had some pretty rough seas, but we never had any doubts about *Destiny* being able to handle the conditions.

Once in the Northwest, we explored the San Juans as well as the Gulf and Discovery Islands. We didn't linger in the San Juans because they've become so developed with private homes that you no longer get the feeling of remote anchorages. But when we moved on to the Gulf and Discovery Islands, it was an entirely different story, as we found many pristine places to anchor and explore.

We noticed that Canada only recently is waking up to the factors that cause water pollution, but still hasn't clamped down on mariners. For example, they have very weak requirements for holding tanks. Because of the resulting pollution, most of the harbors and bays have warnings or even restrictions on taking shellfish. This hadn't been a problem when we were



MISTY

CHANGES

Coast Guard anywhere in this district, we urge you to take it up with Captain Larry Hall, Commander Group San Francisco. He and the other group commanders really seem to care about the service they provide the public.

We agree completely that navigation aids are woefully antiquated and that it's often difficult or impossible to pick such lights out from background lighting. In our opinion, the use of colored strobes and other devices is way overdue.

Objecting to Coast Guard boardings doesn't mean you have something to hide but rather something to protect: specifically, the Fourth Amendment.

Ti'ama — Cheoy Lee 35 Greg & Debbie Nichols Marriage In Mazatlan (San Diego)

You never know the surprises that await those who cross the Sea of Cortez. We departed La Paz on Saturday, December 5, for the approximately 200 mile passage to Mazatlan. The forecast called for light and variable winds with a southerly component. Since a strong Norther wasn't expected to hit until Monday, we figured we had enough time to make it across before the weather turned.

By that evening, however, we knew there had been a mistake in the forecast, as a Norther had already started to blow. The wind howled throughout the night and into the next day, with gusts as high as 45 knots. This created 10 to 12 foot seas atop 15 foot swells. To make the passage even more trying, our autopilot failed that first night out.

If nothing else, the crossing gave us lots of time to reflect on life and feelings. So when it was over, Greg, who had been my partner for five years, surprised me by asking for my hand in marriage! When we arrived at Marina Mazatlan on the

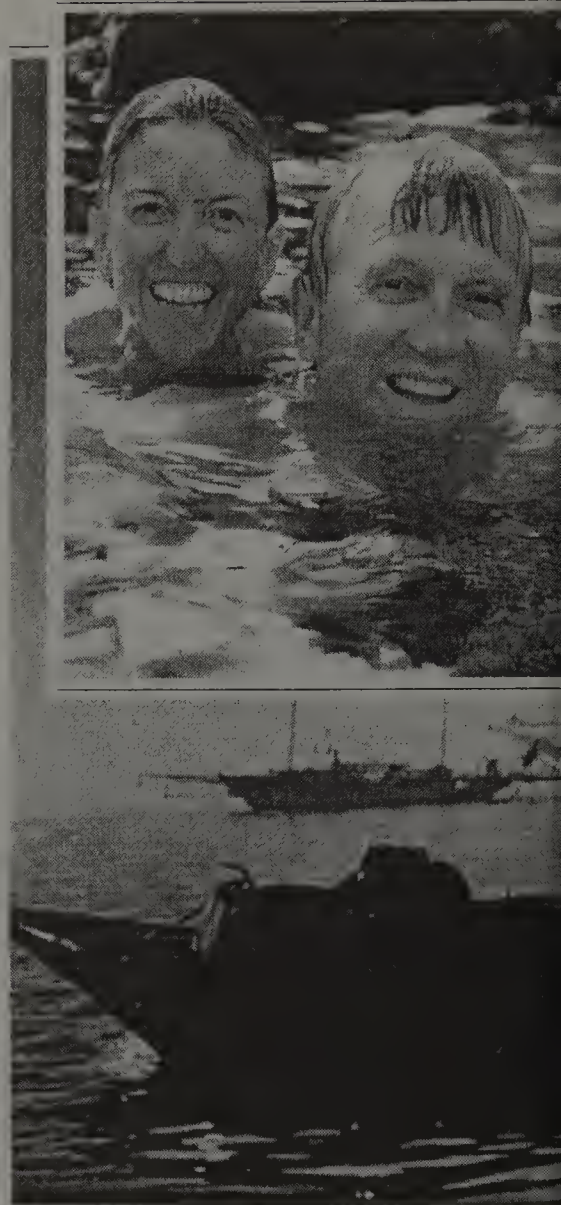
morning of December 7, all our friends were excited to hear the news. As some would be leaving soon, we decided the wedding should be held as soon as possible. We picked Sunday the 13th — realizing that we'd be lucky to get everything ready by then.

On Wednesday evening the marina hosted another free — you read right — all-you-can-drink margarita party with appetizers. This was the second free party in just five days! Anyway, it was the perfect opportunity to make wedding plans — even though none of us knew the required procedures in Mexico. But as soon as Capt. Mario, the Marina Mazatlan Harbormaster, and Sylvia, his assistant, heard the news, they started making inquiries.

On Friday, Mario drove Greg and I to the Registro Civil to take care of the paperwork. If it hadn't been for Mario, we'd have still been there trying to figure out what to do! But Mario escorted us right through the bustling crowd and up to a woman who was busy helping several people in line. She immediately dropped what she was doing to attend to Mario. As he translated for us, she typed away — then told us a judge would be at the marina on Sunday to perform the ceremony. As we walked out of the building, Mario explained that she would be our judge!

Mario then drove us to three different restaurants to get bids for a catered reception. We had a few friends at El Cid Marina also, and decided we'd like to have the ceremony in the grotto. But we definitely wanted the reception to be held at Marina Mazatlan, where we all feel much

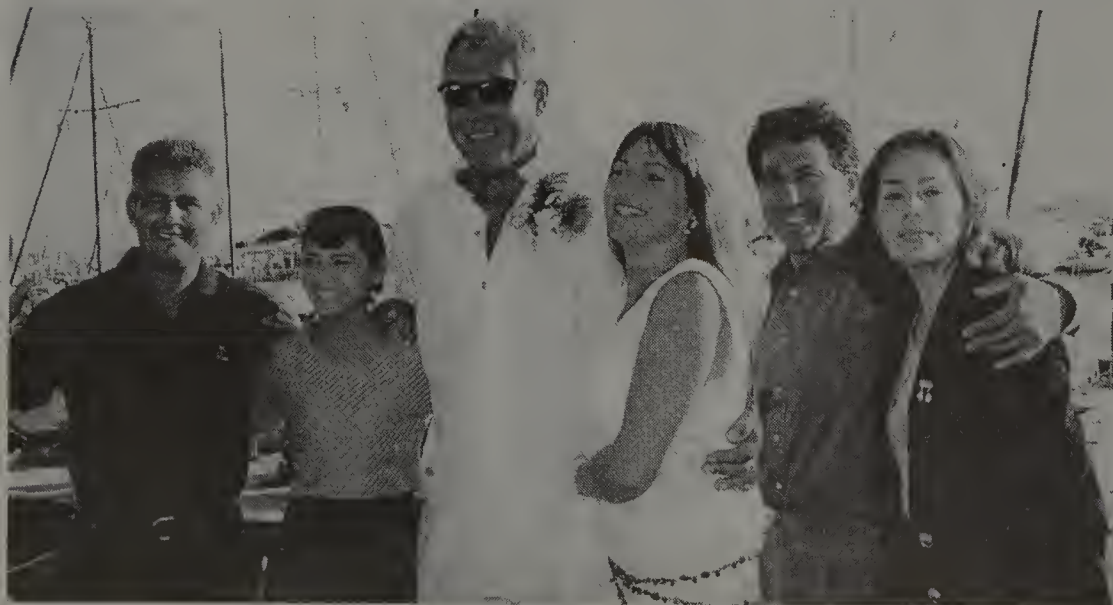
On the happy day, Greg and Debbie, center, were flanked by Mario and Sylvia on their right, and Capt. Mario and Patricia on their left.



more at home.

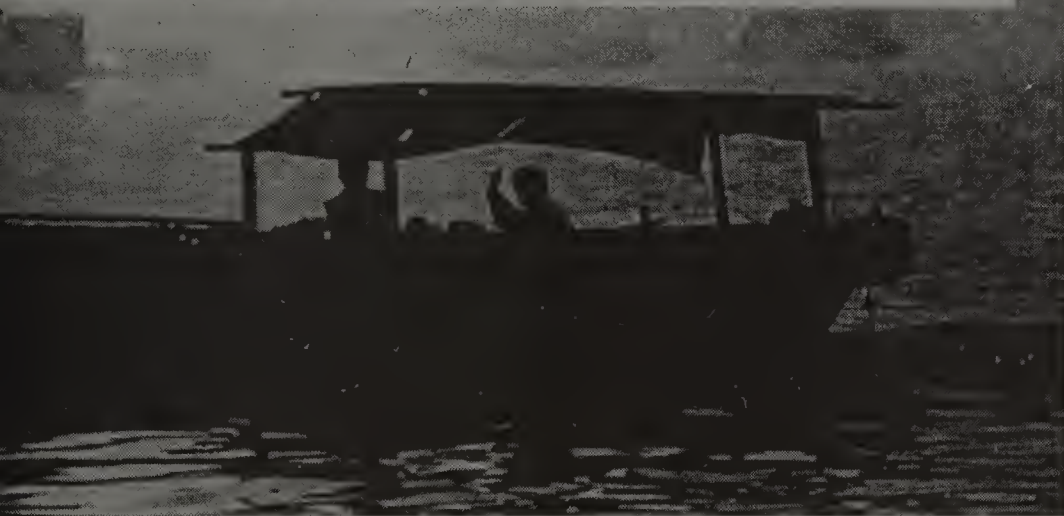
By Saturday, the clothes had been bought, the cake and flowers ordered, the restaurant hired, and the rings bought. The weather even got better, too, as the wind finally died down. All was ready — except for an answer from the El Cid as to whether we could use their grounds for the ceremony. The El Cid finally agreed — with the stipulation that we attend their champagne brunch first so they could make a little money. After discussing it with everyone, we decided we could live with it — after all, the El Cid throws a first class brunch!

Despite the fact that everything was arranged on such short notice, we had a wonderful wedding ceremony with all of our friends in attendance. Jim and Marlene of *Spike* and Larry and Phyllis of *Tiare* were our official witnesses. Joe of *Valkyre* was our interpreter. We have some great stills and video thanks to our official photographers, Pauline of *Sundancer II* and Ray of *Party Animal*. Gail of *Elaine* sang a fantastic a capella version of *Surround Me With Love*. Other friends that attended were Ray of *Sundancer II*, Jan of *Party Animal*, Klaus of *Elaine*, Fred and Barb of *Friedel*, Bill and Doreen of



PAULINE OF SUNDANCER

IN LATITUDES



Spread; Indonesian boats at 'Bajo'. Inset left; Rog and Deb at Buley Rock Holes near Darwin; Inset right; souvenirs from Lombok Island.

Lanakai, Bob and Stephanie of *Lone Star*, PJ and Geri of *T'sing Tao*, Vern and Ed of *Pacific Star*, and Captain Mario and his wife Patricia.

We were delighted to have so many of our cruising friends in one place to attend, and were blessed to have two people like Mario and Sylvia to help make it happen and to share our joy. We couldn't have done it without them! This was our first time in Mazatlan, and we were made to feel so welcome!

Thank you to everyone who made our special day so special!

— greg & debbie 12/20/98

Dreamer — Passport 40 Rog & Debby Cason Into the Orient (San Francisco)

Although we're now slowly powering up the Mallaca Straits between Singapore and Thailand, I'd like to resume our tale starting in May of '98, which is when we departed Bundaberg, Australia. During the next four months we cruised to and through Indonesia — in a somewhat hur-

ried manner that reminded me of '92 when we left San Diego and somewhat hurried across the Pacific to get to New Zealand before the start of the South Pacific cyclone season.

The two things prompting us to move quickly in '98 were the timing of the June 28 Over the Top Rally between Gove and Darwin, and the fact that once you get your Indonesian visa stamped, you only have two months to work your way through all of those wonderful islands before the visa expires. True, you can get your visas renewed, but it costs a couple of hundred dollars. Furthermore, by October the winds in Indonesia lighten up and thus you'd be faced with lots of unpleasant motoring against adverse currents.

We covered 1,730 miles from Bundaberg to Gove in 43 days. Ten of these days were spent sailing day and night; nine of the days we spent sailing during the day only; and 24 were lay days. The highlights of this leg were Zoe Bay on Hinchinbrook Island, where we swam in the beautiful waterfall; free-falling for 10,000 feet while skydiving in Cairns; and daysailing up the beautiful northeast coast of Australia between the Great Bar-

rier Reef and the mainland. We also had beautiful tailwinds of 20 to 30 knots the entire way, which made for exhilarating sailing.

Once north of Cairns, we discovered that the rugged coast is almost deserted. We did stop at Lizard Island to climb to Cook's Lookout for a fabulous view of the treacherous waters Capt. James Cook navigated without the aid of charts or GPS. It's only after sailing these tricky waters that you can begin to develop the proper respect for the skill and courage of Cook and his men.

Near the 'top' of Australia, we took a shortcut through Albany Pass, which brought us out right at Cape York. We then headed across the Gulf of Carpentaria, which behaved really nicely during our first two days. On the last day, however, we had unpleasant beam seas once the wind piped up to 30 knots. We pulled into Gove on June 19th — my birthday! — and had a delicious dinner at the Gove YC with other yachties who had also sailed up the coast for the Over The Top.

There were 32 yachts in the rally, and while the organizers made it clear that it was not a race, there was nonetheless a mild sense of competition in the air. Naturally, I caught it, and thus wanted to fly the spinnaker more. And we did. Indeed, one of the benefits of participating in the rally is that we're more comfortable flying the chute than ever. Another benefit was meeting other great cruisers, who we continued to sail with in Indonesia — and who we're sailing with to Phuket!

Once we got to Darwin, we reunited

Everywhere the Casons went in Indonesia, they saw smiling faces. This is Ludya Era of Nongsa Point Marina, Batam Island.



SPREAD AND RIGHT INSERT BY DEBBY CASON; LEFT INSERT BY CORRY DOLMAN

DEBBY CASON

CHANGES

with *Sea Wolf*, a 58-foot steel cutter that had been docked across from us in Bundaberg. Albert and Corry Dolman, the Dutch couple who own the boat with their 20-year-old daughter, Tessa, have lived in Australia for the past 17 years. We hired a car together and visited Litchfield National Park for a day of visiting three large waterfalls and studying termite mounds — the largest of which was 18 feet tall! Having enjoyed each other's company so much, we decided to buddyboat through Indonesia.

We then spent three weeks in Darwin, reprovisioning, working on boat projects, and such. We left for Indonesia on July 30, five days after *Sea Wolf* had taken off in the Darwin to Ambon Race.

Indonesia was much, much, much nicer than we thought it was going to be! The huge fires that had caused so much trouble last year were gone, so there was no problem with visibility or breathing. In addition, the children were better behaved than we had anticipated, and we saw no political demonstrations or other signs of unrest — although we did avoid Java. We only heard about one theft from a boat, but it was a big one: a computer and stereo system. I feel sorry for the folks who were robbed, but I think they set themselves up for it by being too trusting. Even when in America I lock the car when I go to the supermarket. So out here, we lock our boat, too.

From Darwin, we sailed almost due north for nearly four days to reach the Banda Islands. It was mostly a beam reach with beam seas that continued to build. Although the seas weren't too large,

Komodo dragons, basically eight-foot lizards, aren't the quickest or most terrifying beasts. But they wouldn't mind dining on your flesh.



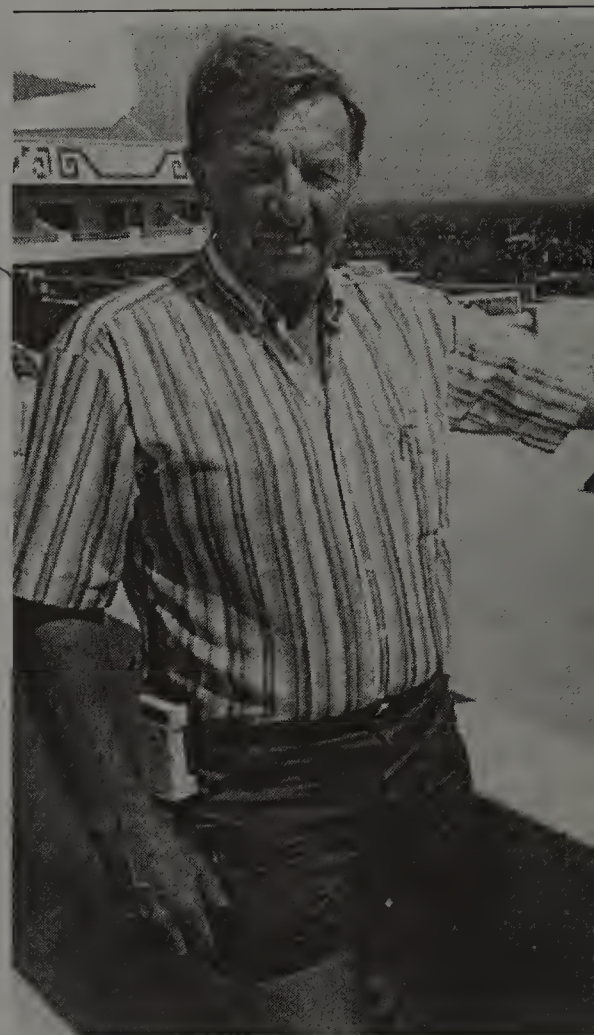
DEBBY CASON

we nonetheless took four of them down the companionway and into the galley! It was one of those situations where it was so hot you kept wanting the companionway doors open for ventilation, but when you opened them a wave would leap aboard and splash down below. We're now experienced at mopping up saltwater.

We arrived off Banda Harbor before dawn, so we hove to until it was light. Although it started to rain at first light, Banda looked really nifty. We spent a couple of hours debating what to do, and decided that in order to keep pace with *Sea Wolf*, we'd have to sail to Buton Strait on the west side of Buton Island and southeast of Sulawesi. Our timing was perfect, as we arrived at our destination just an hour after *Sea Wolf* — and right after our friends aboard *Mulloka III* from Australia and *Karaka III* from New Zealand.

During our passage we'd stopped at three different places. The first was the village of Labuan Blanda, where lots of children came out to visit us in dugout canoes, and where we went ashore to visit a waterfall near the village. It was a great experience. The second was at Lebuan Island, where we did some snorkeling and enjoyed a beach barbecue with the six other boats in the anchorage. The third was three miles south of the town of Bau Bau near the south end of the Strait — where we hired a longboat to take 19 of us from the anchorage into town to reprovision. What fun!

The next place our group of four boats sailed to was to Kepulauan Bonerate, the third largest atoll in the world. Better known as Tiger Atoll, it's a bunch of little islands surrounded by one reef structure with numerous passes. We stayed at two different islands, one of which had a huge coral *bombie*, that made for terrific snorkeling. The second island had some interesting coral because the natives had stopped dynamiting the reef in an attempt to help some seeded giant clams survive. Sad to say, but the Indonesians do dynamite their coral reefs in order to catch fish. They also send out countless fishing boats with bright lights at night which makes it easy for them to scoop up fish in nets. Thanks to such reckless fishing practices, we weren't surprised that we didn't see any large fish in Indonesia. In fact all you see is small reef fish in places they haven't hit with dynamite recently.



From the Tiger Atoll, we sailed to the island of Bonerate, north of Flores Island, and had a wonderful time! Bonerate Island is famous for being the center of traditional cargo boatbuilding in the region. As we walked up and down the island taking photos and inspecting all of the ships being built by hand, we were accompanied by a troop of children and young teenagers who tagged along and tried to talk to us. Although the language barrier was impenetrable, they were the nicest kids. We particularly liked the fact that they were interested in us as people rather than for what we might give them. Rog had our Polaroid camera with him, so we took a lot of pictures of people along the way, especially those who had babies. The locals loved watching the photos develop — and receiving them.

Our next stop was Lebuhanbajo — 'Bajo' for short — on the northwest side of Flores Island. We liked this picturesque city so much that we stayed for five days — our longest stop to date. The most relaxing of those days was when we and the Dolmans hired an Indonesian dive boat to go out to two of the off-lying islands for two scuba dives and lunch in between. The big and bulky dive boat had no reverse, so it was *really* interesting getting out of the harbor. We didn't know we were going to be the only five customers on the boat, but it was great! We really enjoyed



Harbormaster Dick Markie points to some of the attractions at Paradise Village Marina, home of the Banderas Bay Regatta.

our first dive, but by the time we got around to doing the second one it had become cloudy and everything was duller. Still, I enjoyed being under the water and doing somersaults down there. I like it when my head is straight down and my feet are straight up! As far as pelagics are concerned, I only saw one three-foot tuna. Otherwise it was only reef fish, with no sharks, turtles, rays, barracuda or grouper.

Karaka III and Mulloka III left Bajo before us, so from this point on we were just buddyboating with *Sea Wolf* — although we also hooked up with *Evanna* in several places. Our next significant stop was Rinca Island, one of the two homes of the Komodo dragons. We took a three-hour guided bush walk and saw three Komodo dragons, but they were all near the Park Headquarters. I suspect that the rangers feed these dragons regularly, because they seem relatively tame. In fact, I was able to get fairly close for my photos. One of the dragons paused, while walking along, to take the most interesting pee I've ever seen. It came out in one quick splat, leaving a large puddle of a substance that looked similar to milk!

The dragons do have a poisonous bite, however, so they can bring down large



prey such as water buffalo. The dragons sneak out from hiding places, bite the water buffalo in the leg, then run off again. Unfortunately, it takes the now-poisoned water buffalo about two weeks to die.

Having already seen the dragons, we skipped Komodo Island, their other home, and sailed northwest to Banta Island. If you're looking for a very lovely and uninhabited anchorage with very good snorkeling, this is the place. Unfortunately, we only spent 36 hours there. But one night Peter Evans of *Evanna* and I pulled out our guitars and we had a lovely songfest with *Sea Wolf* listening in and thoroughly enjoying the evening.

From Banta Island, *Sea Wolf*, *Evanna*, and *Dreamer* did a 48-hour sail — passing a very interesting volcano — enroute to Kombal Bay on the northwest side of Lombok Island. We stayed in Kombal Bay for four days and just loved what we saw of this island. On the second and third days, Peter arranged for the eight of us to be driven all around the western portion of Lombok Island in two air-conditioned, Land Rover-type vehicles. The tour drivers knew the best places to take us, so we got to: feed monkeys, visit a small waterfall, watch sugar cakes being made, see the natives plow their rice paddies with water buffalo and cultivate peanuts by hand, visit a weaving company and a carving business, and drive over a mountain

pass on one day and down the coast road on the second day.

We went into the capital city of Mataram, and right past the government buildings that supposedly had been the site of heavy rioting the day before, but we saw no problems. We then shopped at one of the great open markets of the island nations, where they sell all sorts of local produce. We even found an Internet cafe before stopping for some pizza at one of the tourist hotels along the coast. Our drivers were great and everyone had a great two days.

—debbie 12/15/98

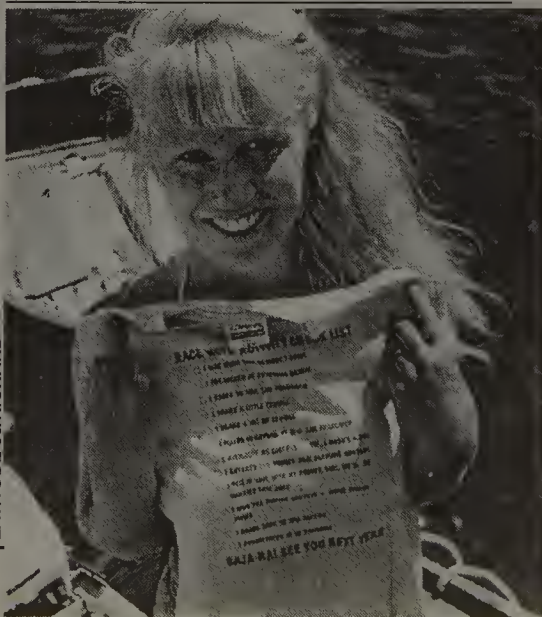
Cruiser Racing In Mexico Padre Timo, Chairman (Banderas Bay & La Paz)

Two excellent — but very different — sailing regattas for cruising sailors will be held in Mexico this spring.

The first is the Regata de Bahia de Banderas — The Banderas Bay Regatta — to be held March 17-21 just north of Puerto Vallarta. The race headquarters, the parties and the closing awards banquet will be held at the luxurious Paradise Resort & Marina in Nuevo Vallarta.

Nuevo Vallarta is just a few miles north of Marina Vallarta in the neighboring state of Nayarit, and is home to both Marina Nuevo Vallarta and Paradise Village & Marina. The former is on the south side of the channel, the latter is on the north side. Marina Nuevo Vallarta is, how can we put it politely, one of the most 'homely' marinas in Mexico, while Paradise Village Marina, across the way, is one of the most luxurious and plush.

Banderas Bay is a wonderful sailing spot, with warm weather, generally sunny Sea of Cortez Sailing Week — the original Baja Ha-Ha — was first held in 1984. Does anybody still have the original 'Check List' T-shirt?



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skies, toasty ocean temperatures — and perhaps most importantly, consistent afternoon winds of between 10 and 18 knots. The Banderas Bay Regatta receives amazing support from both local businesses and the cruising community. And Paradise Village pours gallons of drinks and serves tons of food for the modest entry fee — while giving participants full run of their superb destination resort facility. You should see the place!

The Banderas Bay Regatta is such a good deal that as many non-racers as racers sign up.

The much older Sea of Cortez Sailing Week, April 17-25, is similar in that it's a casual event that receives great support from local businesses as well as cruisers. While the Banderas Bay event is lavish, the fun at La Paz is more 'home grown', and most of it takes place up at uninhabited Caleta Partida, 20 miles to the north.

Opening ceremonies for Sailing Week are held at the local Navy base recreation area, and there's lots of music, dancing, entertainment by local performers, and plenty of beer and food cart munchies. Candidates for King and Queen of the Week are nominated, and the full group of cruisers assembles for the first time.

The following day, the fleet of between 75 to 100 boats 'races' out of beautiful La Paz Harbor on the fresh morning breeze to the large island anchorage of Caleta Partida. The group then spends a special sort of week together, highlighted by a couple of day races for the big boats and some 'dinghy mania' races for smaller boats on alternate days.

The actual racing, semi-serious as most of it is, is just a small part of the event's attraction. In addition, there are endless shoreside activities including volleyball, a chili cook-off, potluck dinners,

With a fine marina, a terrific resort on the beach — and waterslides — Paradise Marina is a great place for a cruising regatta.

music on the beach, loads of activities for kids, and endless socializing between new and old friends from the different boats. And unlike the Banderas Bay Regatta, which is based in luxury, Sailing Week is based on an uninhabited island 20 miles from anywhere and without any services or supplies whatsoever. Viva the natural life!

Friday night is the awards ceremony and gala party out on the beach. Saturday morning is saved for cleaning up the beach and anchorage, when all the volunteers work hard to remove all traces — except for the footprints and memories — that anyone had ever been there.

Although the two events are quite different, both offer wonderful times, great socializing, and low-key racing. Anybody wishing more information can contact me at: padretimo@aol.com. I'm also known as Tim Tunks of the Islander 37 *Scallywag*, and happen to be Race Chairman of both events.

— padre timo 1/15/99

Readers — These are both great events that Latitude recommends highly. Incidentally, as of January 15, Paradise Marina Harbormaster Dick Markie reports the entrance channel to Nuevo Vallarta has a minimum depth of nine feet and that the dredge is digging even deeper. This will come as welcome news to Tim Tunks, who bounced off the bottom a couple of years ago, bending the rudder on his Islander 37 in the process.

Spindrift — Catalac Cat Ron & Linda Caywood Cruising Uncharted Baja (Vancouver, WA)

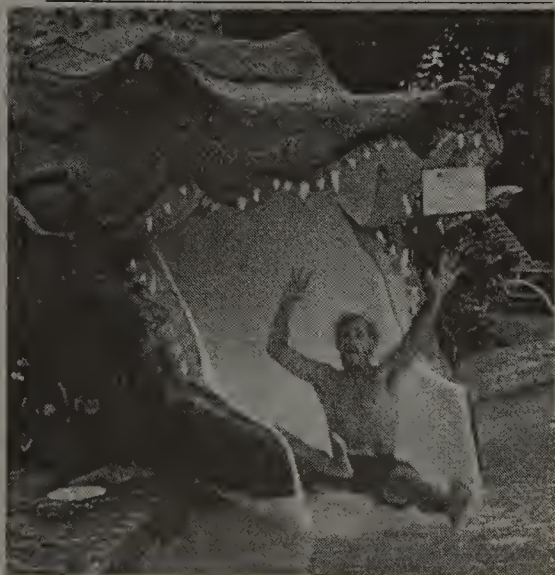
We're writing because we did something that people thought wasn't possible: we sailed 'Magdalena Lagoon' — which is on the Pacific side of the Baja peninsula — from one end to the other. It all started when we bought a vintage Catalac 9 meter catamaran, a boat which had been badly neglected since '94. Because she was in poor shape, we were able to purchase and outfit her for a reasonable price.

Our intention had been to be part of the Ha-Ha V last November, but we weren't able to get ready in time. So we harbor-hopped down the coast. Armed with the *Yachtsman Chartbook*, an Omega chart, *Charlie's Charts*, Jack Williams' *Baja Boaters Guide* — the best of them all — and *The Baja Catch III*, we made

our way south. Williams wrote that he believed that a shallow draft boat could travel over 100 miles in calm inland waters by using what he called the 'Magdalena Lagoon'. This lagoon runs pretty much 50 miles to the north and 50 miles to the south of Bahia Santa Maria — but just inshore from the ocean! I bet that most cruisers haven't even noticed it. Even though the body of water didn't have an official name, we thought we'd give it a try.

We decided we'd try to enter the lagoon at Boca de las Animas. We arrived at both noon and low tide, so I climbed the mast to check out the conditions. It was blowing about 10 knots and the swell was five feet from the west southwest. But I noticed a channel about 20 yards wide where the swells weren't breaking. So we lowered the sails and cranked up the twin 9.9 four-stroke Yamahas to full throttle.

We did fine until we had to turn east toward the lagoon. The channel between the sand spits is about 100 feet wide, and the waves pushed us northeast into shallow water. We bumped the bottom three or four times before I could get us back into the channel — which was about 15 feet deep and had a two-knot current. We finally managed to turn the corner and



LATITUDE 38/RICHARD



BOTH PHOTOS COURTESY JACK WILLIAMS' BAJA BOATERS' GUIDE

pread; The little village of Puerto Lopez Mateos. set; The somewhat dicey-looking entrance to the lagoon at Boca de las Animas.

headed south 100 yards before dropping the hook. Although we were only 20 feet from the sand dunes, the water was 10 feet deep.

With the boat secure, we went ashore and walked back to the Boca de las Animas entrance to watch the tide turn. As it did, the breakers diminished. Had we waited until high tide, we would have had a smoother passage in — but I might not have seen the shallow sand spit that's covered during high water. Until the waves had pushed us out of the channel, we never had less than three feet of water beneath the keels.

Once inside the lagoon, we took three weeks getting to San Carlos — the one on Baja, not mainland Mexico. Each day we'd sail for two to four hours in the afternoon, then we'd anchor. The rest of the time, we walked the sand dunes, swam in 75° water, and fished the mangroves. The sand dunes were right out of the movies, they had no grass, trees or shrubs. In addition to being warm, the lagoon water is clear. If we came to a particularly nice spot and we could hear the surf on the other side of the dunes, we'd stay for sev-

eral days. Surprisingly, there were no bugs, flies, or mosquitoes. I think it was the wind that kept the bugs away.

The *Baja Catch* said we could expect to catch 10 to 12 cabrilla (bass) an hour in the mangroves, and it was correct. Only a couple of the fish each hour were large enough for a meal, but they were all fun to catch. We ate fish every day.

We stopped at Puerto Lopez Mateo, which is about one third of the way down the lagoon, where we became friends with a nice Mexican family. Reuben, the father, is a guide for whale-watching tourists and speaks English fluently. He, his wife, and his daughter came out to the boat for a visit. Linda, who is a barber, later gathered up the tools of her trade and went to their house to cut and style their hair. We didn't stay for dinner because Reuben takes the kids to town at Concepcion every Wednesday for dancing lessons, and we didn't want to interfere.

We stayed three days in San Carlos, the big city in these parts, and got to visit the market that's similar to farmer's markets back in the states. The police block off a street every Wednesday so folks can buy produce straight from the farm.

We then went across to Man 'o War Cove because we were told it was possible to catch halibut there. We hooked five but only landed two. Naturally the largest ones got away. Our next stop was the mangroves across from Puerto Cortes. We stayed three days and then went out the south pass through the 30-foot deep Rehusa Channel near Punta Tosca. I timed it so we got to the ocean at exactly high tide, and had no trouble with breakers.

So far, the three weeks we spent on the Magdalena Lagoon have been the most enjoyable of our cruise. We'd do it again if we didn't have to go to weather to get back to Boca de las Animas. From here we go north, and will end up on the mainland's San Carlos, where the boat will be hauled for the summer while we return home.

P.S. We really enjoy your magazine and hope you don't burn out before your daughter is old enough to take over.

— ron & linda 1/5/99

Ron & Linda — What you did is really cool! We've anchored at Bahia Santa Maria many times, but never realized that it was an island anchorage. Thanks for the compliments about the magazine. We think we'll be here awhile; our daughter is going to be an actress, not a writer.

Cruise Notes:

Going cruising in Mexico late this year? Want to celebrate the beginning of the **faux millenium** twice? *No problem!* You celebrate the first arrival of the year 2000 at Marina Vallarta in the Mexican state of Jalisco. After a few kisses while being *if, however, you're only looking for one millenium New Year's Eve party, we can't think of a better place than St. Barths where, like Bear, the captain of 'Ipanema', you might get a 'Ticonderoga' tattoo applied to your body. They are traditionally applied with a tongue.*

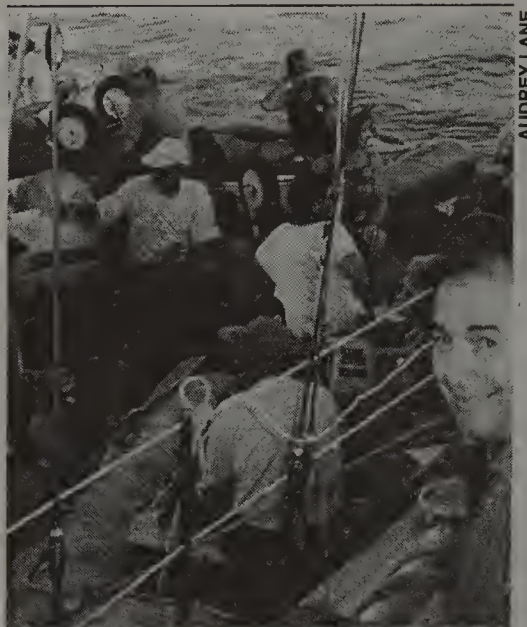


LATITUDE 38/RICHARD

CHANGES

showered in champagne, you hop in your boat or a taxi for the four-mile trip up the coast to Nuevo Vallarta, which happens to be in the state of Nayarit. Since Nayarit is in a later time zone than Jalisco, you'll have arrived just in time to celebrate the arrival of a second phony millenium.

"Your December article on **Bandidos Electronicos** was certainly right on," writes Name Withheld. "During the Thanksgiving holiday our Visa card account was also hit for over \$5,000 U.S. Like the folks in the article, we'd been using our Visa card in Puerto Vallarta but learned that the spending spree had taken place in Ciudad Juarez using the same merchants. The bank has returned most of the lost funds, but over Christmas the account — which had supposedly been closed — was hit for another \$900! It doesn't take a Dick Tracy to see that a commerical establishment in Puerto Vallarta is lifting numbers and sending them to Ciudad Juarez where an imprint is installed on a phony card. We'll never use our card here again other than to get cash from the ATM machine."



AUDREY LANE

Dinghy raft-ups around a boat are popular in Z-town. 'Audrey Lane' drew 22 dinghies to the raft-up she held last month.

This is obviously a widespread scam, folks, so please take the necessary precautions.

"Hola! from the Alameda-based Valiant 40 **Audrey Lane**," write Art and Nancy

White. "We're in our third season in Mexico and wish you were here, too. It just keeps getting easier each year for us Ha-Ha (Class of '96-'97) vets, as there are so many new people this year, which makes the anchorages more fun. We had a dinghy raft-up at our boat the other day that totalled 22 dinghies representing 26 boats. We're all enjoying beach trips, meeting for pizza, beer and music, taking hikes, kayaking, or going to Noemis, the cruiser hangout. Meanwhile, Blair and Joan Grinoles of **Capricorn Cat** continue to take countless folks on daysailing and snorkel trips to Isla Grande. Like the Grinoles, we'll be heading up to Puerto Vallarta for the Banderas Bay Regatta, where we'll once again try out the chute we blew out in the Ha-Ha. After that we'll be headed to the Sea of Cortez, and in '00, the Caribbean."

"**Neeleen**, our Whiting 45, was put back into the water in January after having an outstanding Awlgrip paint job here in Fiji," report Ralph and Kathleen Neeley of Fiji and Reno. "We didn't do much sailing with her in '98, however, as she has

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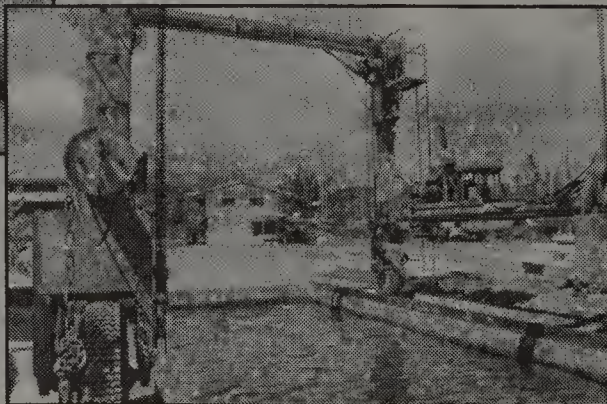
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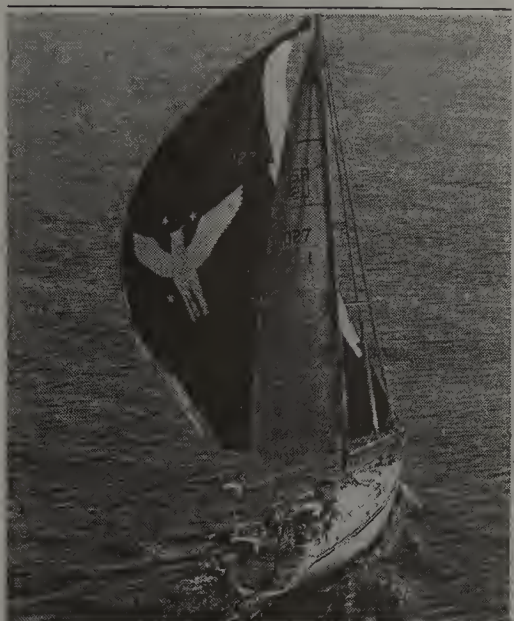
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n having a face lift after 25 years. sometime in the next few months she'll have the worn-out teak deck replaced, new 'leak proof' ports on the cabin, a new Rite roller furling boom, a new mainsail, a new Autohelm autopilot, and a larger auxiliary generator to handle all the toys. As we get older, we find we need to acquire more gear to help us sail safely and comfortably." The Neeleys will be living in their cottage at First Landing until the Vuda Point Marina until the season ends in March. When the season is over, they'll be moving back aboard and cruising to some "nearby countries".

There don't seem to be enough hours in the day for Hall Palmer. "I enjoyed the south on my third Ha-Ha so much last year," he writes, "that it's given my Hunter 54 **Pegasus** a new lease on life — at least in my eyes. So I've decided to enter in the cruising class of the Del Rey's Puerto Vallarta Race in February. As a result, I'm rushing down to La Paz now to bring the boat back to Marina del Rey to start the race down to Puerto



TOM LYON

Hall Palmer is having so much fun sailing his Hunter 54 up and down the coast of Mexico that he can't get to his Beneteau in Florida.

Vallarta. Sure, it seems a bit mad, but it's the sort of the thing I bought **Pegasus** for. After the race, I'm going to leave the boat in Banderas Bay. After all, I do have a job — and a somewhat orphaned Beneteau

53f5 — which my wife prefers — sitting in Miami."

Quite a few people seem to be getting whacked by **winter Northers** while crossing from Baja to the Mexican mainland. In an effort to prevent future occurrences, would one of you Sea of Cortez weather experts be willing to share your tips on how to predict and avoid these potentially dangerous conditions? We and other cruisers thank you in advance.

"Another year has flown by and we're still in Australia," write Don Sanders and Lynne Johnson-Sanders of the Benicia-based Skookum 53 **Eilean**. "We left Sausalito on May of '91 and so far have only made it to Australia. The problem is that we keep stopping to smell the flowers. With so much time spent on R&R, we're both feeling a lot better and healthier. We're still enjoying Australia and the Australian people, but after almost two years on the Gold Coast, we've moved 150 miles north to Mooloolaba. With so much to see in this country — we haven't been to the Barrier Reef yet — we plan to stay for at least another year.

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CHANGES

The Australian climate is really great, but after putting up with the automobiles and masses of humanity in California, what we really love are the uncrowded conditions! By the way, it's 85° right now, we're only 100 yards from the beach, the ocean is warm and blue, and there's a mellow sea breeze. We'd also like to put in a good word for the Skookum 53 design; we've been very happy with the boat."

When we first started cruising in Mexico many years ago, we always enjoyed making the **rounds of all the officials** when we arrived in a port. We had to like it, because we couldn't afford not to. Now that we're older and time sometimes seems more valuable than money, we tend to pay to have a ship's agent check our boat in and out. The last couple of times we visited Cabo, the folks next to the Cabo Isle Marina handled our stuff in good order and at semi-reasonable rates — other than the killer overtime fees! More recently in Banderas Bay, we've gotten smiling and efficient service at a fair price from Lic. **Vilma Habelloecker** of Operadora de Marinas Seatur S.A. de C.V.



Vilma Habelloecker, center, and her two assistants stand ready to handle your paperwork needs in Banderas Bay.

— whatever all that means.

Vilma understands cruisers' needs and problems. For example, she wasn't bothered when it was discovered that some goofball who wanted a 20-Year Import Permit had left his boat document back

in California. Hey, our mind was occupied with other stuff! In any event, Vilma took care of things — which allowed us to devote the next few hours to enjoying the surprisingly excellent boogieboard conditions not 100 yards away, as opposed to waiting in offices all over town. Vilma's fee for in and out was \$35, which seemed the lowest around. So if you're strapped for time or don't want the paperwork hassle in Banderas Bay, just get on Channel 22 and hail "Vilma, Vilma".

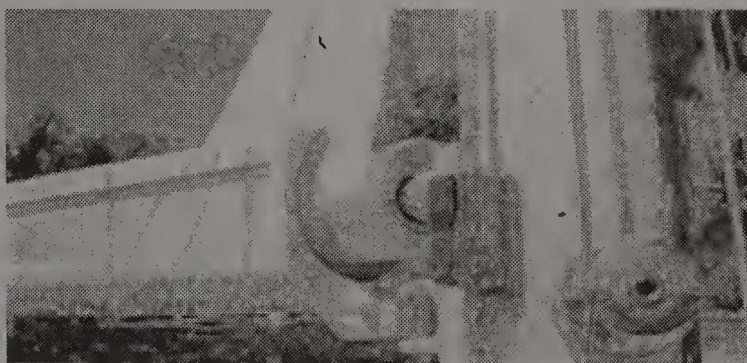
If anybody else wants to recommend other ship's agents in Mexico — or anywhere else — this is the place to do it.

Alert to those headed **south from the Pacific Northwest!** Commander Bob Durfey of Coast Guard Group Humboldt Bay reports that the thing that seems to give southbound cruisers — even very experienced ones — the biggest problem are steep seas. "We keep rescuing experienced sailors who claim they'd been in bigger seas, but never seas anywhere as steep." Unusually steep seas can lead to uncontrolled surfing down the face of waves, resulting in slamming into the

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aves in front, pitchpoling, or wild roaches. Some of the crews rescued reported that their drogues failed to significantly stabilize their boats in such conditions.

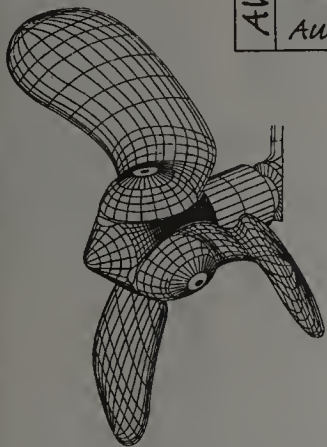
Commander Durfey also wants to warn recreational mariners that **Cape Mendocino**, which is ground zero for all kinds of factors that have a destabilizing influence on weather, can be a real weird place. "It's not uncommon for there to be drastically different weather conditions to the north of the cape than the south of," he says. "Two weeks ago, for example, was blowing 10 knots on the north side, but 50 knots to the south. Other times, it will blow 10 knots on the south side and 0 knots on the north side. There doesn't seem to be any rhyme or reason. As a result, lots of folks try to be 50 miles out when passing the cape. Cape Blanco, up in Oregon, is apparently very similar."

Lee and Glo Cox of the Yuba City-based **apagayo** want everyone to know they have nothing but compliments for **Downwind Marine** of San Diego. "Thanks to them, twice in the last 18 months we've

Recent Arrival in Cabo

In The Mood	Catalina 36	Sandy & Wayne Benesch	San Diego
Freya	Taswell 43	Bob & Barb Unanski	N/A
Tucumcari	N/A	Bob & Cynthia Starr	Oakland
Itchy Feet	Swift 40	Vince & Malene	Santa Cruz
Electra	N/A	Alan and Gail Walker	Channel Islands
Fantasy	N/A	Dick & Pat Mundy	San Francisco
Gitana	N/A	Mike & Kathy Taylor	Circumnavigating
Reality	N/A	Vaughn & Sharon Hampton	Orange Park, Florida
Misolation	N/A	Sam & Rachel Cascio	N/A
Trilogy	N/A	Stephen & Linda Yurianau	Dana Point
White Dove	N/A	Jerry & Cheryl Fitzgerald	N/A
Pelagic	N/A	Karl & Bev Dresen	Seattle
Liberty Call	N/A	G. Crabb & M. Burrough	S.J. Capistrano
Island Princess	N/A	Darrell & Dorothy Roche	Dana Point
Southern Cross	N/A	N/A	Ventura
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Wayward Wind	Oceanic 36	Fleming Madsen	San Francisco
Southern Cross	Landfall 39	Glenn & Catherine	S.F.
Orbiter	N/A	Karl and Jan	N/A
Slacker	Ericson 35	Mike & Julie	San Diego
Andor	N/A	Ron Trent and Carol	N/A
Black Rabbit	Wauquiez 36	Eldon and Russ	N/A
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gotten urgent messages from our son passed along by Ham radio. We can't express how much we appreciate these folks being there for us and all the other cruisers."

"Thanks so much for the write up and photo of our **St. Francis of the Sea** high and dry in the channel to Nuevo Vallarta, writes Gordon Clancy. "In addition to appreciating the Wanderer's supreme effort to try to free our boat from being aground in the channel, we liked his 'swan dive' when he dove into the channel! The most interesting aspect of our going aground was that the Wanderer, at the Ha-Ha Awards Party in Cabo, had announced that the Nuevo Vallarta Channel had been dredged and was thus plenty deep. At least that's how we understood him. By the way, Carla and I are indeed married and having a wonderful relationship. I'm personally ready to sail on to Panama and Europe, but would have to guarantee Carla — who doesn't care that much for ocean sailing — that we'll not see any waves over two feet!"

The Wanderer certainly remembers

making a comment about the Nuevo Vallarta Channel during the Ha-Ha Awards Ceremony, but likes to think he covered his butt by saying something like, "We've been told that the channel entrance has been dredged to . . ." In any event, what happened was that the dredge broke down and didn't get repaired until after you arrived. There should be nine feet now.

"We've just finished renovating the **Las Brisas Beach Bar** on Potrero Beach in Costa Rica," reports Andy Napier. "The bar/restaurant is situated on the north end of Potrero Beach directly across the bay from the Flamingo Marina. There is free anchorage in the protected bay directly in front of our place. The new managers, Bill and Julie Enell, who formerly managed the Sugar Beach, invite all cruisers to stop by and spend some time. Las Brisas offers cold beer, inexpensive meals, groceries, laundry service, ice and show-

ers. We hope to have a web site up and running soon."

Tom Lyon, who took the aerial photographs of the Ha-Ha start, reports that the profits from the photograph sales have been passed along to the orphanage in La Paz. He thanks you for your contributions. If anyone is interested in additional photos or reprints, Lyon can be reached at 4151 Beltline Rd., Suite 124-50, Dallas, Texas 75244.

Moral dilemma. It's illegal to buy shellfish from individual fishermen in Mexico. Yet many fishermen offer them for sale. So what do you do when you're in a remote anchorage and some impoverished local fisherman offers you 15 lobster for \$20?

Margo Wood reports that she has released a new and improved 7th edition of the popular **Charlie's Charts to Mexico**. Improvements include some new charts and photos, updated GPS positions, samples of various forms, and augmented text by Christie and Rick Gorsline of the Crealock 34 **Nanook**. The guide retails for \$32.50.



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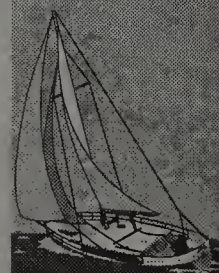
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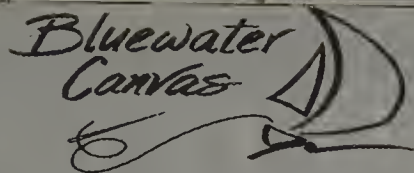


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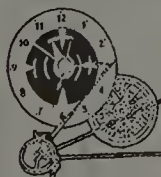
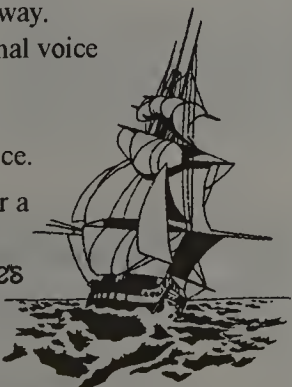
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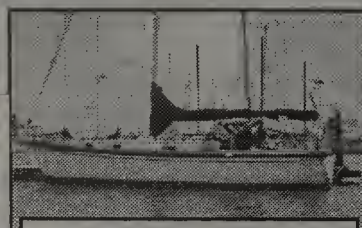
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BOSTON WHITEHALL, 16' 9" wood classic lapstrake for row & sail. Built by Bob Darr with mahogany, teak & cedar. Centerboard, oars, sail, mast & yoke rudder included. Excellent condition. A beauty & must-see boat. \$4,500. Please call (415) 388-2152.

LASER, 1996, WITH TRAILER. Both in excellent condition with very little use. Top & bottom covers, board bag. \$4,000 obo. Please contact David at (650) 829-4424.

8-PERSON GIVENS DELUXE OFFSHORE liferaft. Lovingly restored. 5 year certification in Oct '98 found this liferaft in perfect condition. Bullet-proof, fiberglass case. Very compact. Hemispheric ballast makes this raft almost capsized-proof. No other liferaft can compare with Givens. \$4,500. (510) 524-4339.

HARD DINGHY, 7'-9" wood skiff. Completely rebuilt with fiberglass seams, new hardwood seats & knees & a classy paint job. Comes with cars & 5 hp motor. A good deal at \$850. Please call John at (415) 824-1278 to see at Brisbane Marina.

8-FT TRI-HULL SPORTBOAT/DINGHY. Like new, fast, will take motors to about 15 hp. Recent red LPU paint & in top condition, less than a year old. A great Delta get around boat. \$850. Call (510) 653-1724.

WANTED: METZLERSAILING RIG, mast & sails. For sale: Sailing rig (mast, sail, daggerboard, rudder & tiller) for Montgomery 8 (boat stolen). Excellent condition. (650) 327-8086.

24 FEET & UNDER

SANTANA 22. Good condition, always loved. Crisp sails, dependable 6 hp Johnson o/b. Oversized rigging. Faired bottom. Cabintop sheeting, Harken traveler, many extras, never raced. Good one-design association. Nice Berkeley berth. \$3,200. (510) 849-3710.

SANTANA 22, 1970. Good condition. Race rigged, faired keel, stainless chainplates. North sails. No outboard. Dry docked, Brickyard Cove Marina, Richmond. \$2,500. Trailer, \$1,200 additional. 150% jib, \$150. (925) 254-3128.

ERICSON 23, 1969. Sleeps 4, with 7.5 hp longshaft outboard, 2 mainsails, jib, genoa & spinnaker. \$1,500 obo. Please call (415) 659-2622 days, (510) 841-6920 eves.

MELGES 24, 1994, with trailer. White hull with gray deck. Package includes Sailcomp racing package, bottom & jib covers, outboard, cooler & rudder bag. \$23,000. Call Tony, (415) 591-0100 ext 592 days or (510) 865-4026 eves.



24-FT JOLLY ROGER. Full keel sloop, Evinrude motor. Good main, 90%, 120%, spinnaker. Very clean, hauled 10/98, ready to go. \$1,950 or trade for vehicle, motorcycle, piano, motorboat....? Galen, (415) 892-2102.

JOHNSON 18, #137, bought new in '96 & sailed a dozen times, new condition! North sails, asymmetrical spinnaker, carbon fiber retractable bow sprit, incredibly fast Caulkins galvanized trailer, cost over \$15,000, will accept the best offer over \$8,500. (510) 524-2240.

PEARSON 23C, 1982. Cat rig, roomy cockpit, 8 hp outboard, berths for 2, Porta-Potti, safety equipment. Very well equipped & in excellent condition, easy to sail & fast too. \$2,950. (650) 574-3958.

RANGER 23. Loaded, beautiful boat, must see. Best offer. Got anything to trade? Contact Dale (707) 447-5250, (510) 638-3200, (510) 719-3291.

PEARSON ELECTRA 23. #62 SYRA champ. In good solid condition: needs basic maintenance. Rugged for the Bay. 5 hp Seagull outboard, main, jib, jenny & spinnaker. Upwind berth with dock box, Berkeley Marina. Must sell. \$2,000 obo. (510) 524-3637.

CAL 20. Brand new Santa Cruz Sails. Faired, epoxy bottom. All go fast toys. Bulkhead model. All new rigging, new boom, new motor mount. Needs nothing but crew to win the season! \$3,800. (510) 769-8591.

J/24, 1979. Well maintained popular racer for daysailing, PHRF or fleet racing. North sails, new rigging, '94 Tohatsu 5, yellow topsides. Bottom faired 9/97. Appraised at \$7,250, asking \$5,000. Owner finance. (510) 874-1919 or (650) 852-9916 or lwstland@cbrichardellis.com

VINTAGE ESTUARY SLED. 1960's Zyper. Rebuilt with West System. Spare boom, 2 sets of sails, custom trailer. Needs nothing. \$1,200. Call (510) 769-8591.

SANTANA 22. Ready to sail with \$2,000 new bottom. Fully equipped, lots of extras. Harken traveler, 8 hp Nissan. Never raced. Great family boat with big one-design fleet! \$3,200 obo. Call (415) 459-8174.

19-FT MacGREGOR POWERSAILER, 1995. Swing keel, cover, trailer, fits in garage. 40 hp Tohatsu electric start. Fully equipped, 3 sails, VHF radio/antenna, compass, cushions, queen & v-berth sleeps 4, enclosed head Porta-Potti. Excellent condition, Marin dry storage. \$9,800. Call (415) 459-4800.

COLUMBIA 22, 1971. Good condition. Sleeps 4 with galley & Porta-Potti. Very solid construction. Includes set of sails & 6 hp o/b which needs some work. Berthed in Berkeley. \$1,200 obo. Call John at (415) 641-6742 days or (510) 593-6628 eves.

22-FT SLOOP, roller reefing, 2-speed Maxell winches, new Nissan o/b, new main & jib plus 110% genoa & storm jib. Complete, 2-piece canvas cover, beautiful woodwork. Very seaworthy, high pointer! \$1,500 obo. Please lv your phone number at (415) 641-4038.

24-FT WYLIE. Strong, fast, Bay boat. New bottom, 3 sails. Excellent condition. With new Nissan 5 hp 4-stroke. With motor, \$3,200. Without motor, \$2,000. (707) 642-9303.

J/24 WANTED. Will purchase the right J/24 in excellent condition. Only interested in J/24s built after 1983. Call Rich at (510) 843-4200.

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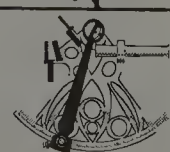
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RANGER 23, TALL RIG, TUTTO BENNE. Great condition. All lines aft, full electrical system, lights, 2 batteries, speed, depth, wind, VHF, AM/FM cockpit speakers. 2 - 150%, 135%, 95%, 2 mains, 2 kites. All gear included. Race ready. \$5,200. Mike, (415) 461-1246 or LMWARREN@SLIP.NET

22-FT PEARSON, 1962, ENSIGN. North mainsail. 1995 4 hp Johnson, Porta-Potti, new bottom paint. Fast, stable daysailer with picnic sized cockpit. A real classic. \$1,800. Please call (707) 265-0812 or (415) 456-5661.

22-FT WESTERLY CIRRIUS, 1968. Strongly built British pocket cruiser. 6 ft headroom, sleeps 4, separate head, separate galley, lifelines, 5 sails, 6 hp Evinrude. Well equipped, small liveaboard. Refrig, etc. *Yachting World's* 1968 Outstanding Sailboat. \$3,700 obo. (415) 515-4258.

CAL 20. Ready to sail. Great Bay boat. Johnson SeaHorse, many upgrades & additions, 2 jibs, main, genoa, bottom 7/98, \$1,750 obo. Michael, (510) 653-7194 or email: mnaylor@jps.net

SANTANA 20, 1978, with trailer. Hull #459, 3 jibs, 2 mains. Clean. Excellent condition. \$3,200 obo or trade for Merit 22. (209) 723-9810.

25 TO 28 FEET

27-FT BLOCK ISLANDER. Double-ender, sloop, mahogany on oak, refastened, teak cockpit, mahogany & teak interior. Rebuilt diesel, autopilot, depth, knotlog. Restored. All sails near new. \$15,000. (619) 221-8177. San Diego.

25-FT CHEOY LEE fiberglass sloop. Volvo diesel. \$4,500. (415) 456-1600.

SANTANA 27, 1973. Yanmar diesel inboard, Harken roller furling, Harken jiffy reefing. Recent mast, rigging, thru-hulls replaced. Bottom paint & survey 5/98. \$8,000 obo. Contact flash: phone, (415) 75-flash (415-753-5274) or flash@docflash.com

CAPRI 26, 1990. Well maintained inboard diesel, furling jib, KM, DS, VHF, compass. Enclosed head, stove, tiller autopilot, Lasts Drop stuffing box. 2 batteries, whisker pole, selftailing winches, double reef main. \$21,500. Please contact Al at, (408) 279-8629 or page (408) 237-4074.

27-FT BRISTOL, 1971. Basic. Main & jib, 16 hp Suzuki, needs some work. Good starter/restorer. \$3,000 or reasonable offer. (707) 552-3105 or pager: (707) 288-7469.

CATALINA 27, 1974. IRS wants more money, please buy my boat. Excellent condition. 4 sails, stereo, electronics, ground tackle, 15 hp o/b, cockpit cushions, long galley, refrig, liveaboard storage plus more. \$7,000 obo. Trailer, \$2,500. (925) 228-6577 or PacificEagle1@excite.com

EXPRESS 27, 1986, hull #109. Race ready! Full inventory of racing & day sails. Freshwater sailed until '98 season. Too many upgrades to list. Please call for full list of inventory. Must sell fast! \$18,500 obo. (510) 235-3760.

ISLANDER 28, 1984. Excellent condition, one owner. Yanmar diesel, Harken roller furling jib, inlaid teak sole, VHF, depth. Berth at Gas House Cove, San Francisco Marina Included. \$25,000. (650) 369-1334 or fax (650) 369-1338.

ERICSON 27, 1974. Good condition, very clean. Main & 3 jibs, Atomic 4, VHF, toilet with holding tank, 2 burner alcohol stove. Bottom in great condition. Great buy at \$6,500. Please contact (925) 672-3243.

NOR'SEA 27, MAGIC FLUTE. Aft cabin trailerable ocean cruiser. Ideal for shorthanded cruising w/ Profurl, all lines aft. Yanmar diesel, dodger, depth, autopilot, extensive ground tackle, enclosed head, factory trailer. Beautiful. See on NorSea website at www.vander-bend.com/norsea. \$39,500 obo, must sell. Call (408) 245-5150 (Steve, days), (650) 851-3056 (Steve or Cathy, eves & wkends), or (707) 939-8075 (Rudy, days).

ERICSON 27, 1977. Wheel steering, roller furling, ST winches, new jib, electrical, plumbing, Atomic 4, recent bottom paint. Needs some cosmetic work. Firm \$7,000. Oyster Pt. (415) 332-8676.

HELP ME! I HAVE 4 CARS! Trade your racer/cruiser (Ranger 26, Cal 2-27, Gladiator, Folkboat) for a '83 MBZ 380 SEL. Book says \$6,500 - \$9,500. Call with ideas & steal this black performance sedan. (510) 769-8591.

27-FT SPCN FIBERGLASS SLOOP, 1982. Needs further restoration. Currently gutted, needs bottom job. Strong boat. Main sail. 15 hp Yamaha short shaft runs good, needs long shaft extension. \$2,000. (650) 631-9587.

EXCALIBUR 26. Must sell. Fast sloop. Solid. Great shape. Loaded. 5 winches, 2 speed, selftailing. Adjustable split backstay. Spinnaker & gear. Good 125%, 150% jibs. Pineapple main. Quick reef system. Internal rigging. 6 hp o/b. Price reduced, \$5,800 obo. Call (408) 241-9981.

CORONADO 25. Well maintained, very clean, good sails, newly painted bottom & topsides. New interior & exterior cushions, reinforced mast & boom, rigging in very good shape. Outboard recently overhauled. Rigged for singlehanded sailing. \$3,950. (510) 848-1375.

CATALINA 27. Well maintained, rebuild Atomic 4, new main, 4 jibs, new boom & bow sprit, no blisters! AM/FM cassette, VHF, dinette interior, wheel steering, all lines rigged to cockpit. Berthed at South Beach Marina. Many extras. Very good condition, a great buy at \$8,300. Will teach too! Call Mark, (650) 878-5888.

RANGER 26. Excellent condition, 3 jibs (90%, 115%, 150%), main, spinnaker, 6 winches (primaries oversized), lines led aft, SS keelbolts. Recent upgrades: standing rigging, spreaders, boom, lifelines, 8 hp Evinrude x-long shaft. \$7,500. Buying bigger boat. (415) 563-0105.

B-25, 1992. Fast boat for racing, good boat for ramp launching (keel lifts). 3 sets of sails, 4 spinnakers, interior cushions, head, Signet instruments, o/b, trailer, cover, plus upgrades for the Bay. \$18,500. Margaret, (707) 939-9951.

OLSON 25, HULL #44, BUILT 1984. Lightly used O-25 from So. Cal, currently dry stored in Sausalito. Many upgrades, 7 sails (no spinnaker), lots of electronics, good trailer. Excellent shape, reduced to \$13,500. Rob, (415) 383-8200 ext 109.

CATALINA 25, 1981. Full keel, 9.9 hp outboard. Pop-top. Enclosed Porta-Potti. New rigging & depthsounder. Excellent condition. Newborn forces sale. \$4,500 for quick sale. Jill/Richard, (925) 935-9518. San Pablo Yacht Club.

27-FT ALBIN VEGA, 1977. Excellent condition. Diesel, roller furling, autopilot, Sayes rig, depthsounder, knotmeter. Go anywhere. \$10,000. (510) 929-9219.

CATALINA 270 LE, 1995. Superb condition. KM, DS, VHF, windspeed/direction, diesel, h/c pressure water, charger & more. Trailer, towing/launch equipment. \$46,950. Slip available McCall Idaho. (208) 475-0946 days or (208) 376-4248 eves.

SANTA CRUZ 27, HULL #15. A fast boat with good sails. Hull & rigging in race ready condition. Some interior & wiring work required. Trailer included. \$10,000 obo. Call Jim at (831) 427-1387 for details.

LANCER 28, 1979. Tiller, autopilot, very clean, batt charger, BBQ, new halyards, 10hp outboard, Porta-Potti, AM/FM cassette, dodger & other canvas, 2 headsails, VHF radio, alcohol stove, new battery. Need to sell. \$7,000 obo. Please call (510) 658-5519.

CATALINA 270 LE, 1995. 65 hrs on diesel, KM log, DS temp, 3 sails, furler, ground tackle, short season Montana boat (no salt). \$42,500. Trailer available. Can deliver this must-see condition beauty. (406) 849-5423 or email: daytonyh@digisys.net

ISLANDER 28, 1977. rebuilt Volvo MD11C, aprx 150 hrs. \$14,000 obo. Game Fisher 25 hp. New low hrs. Cost \$2,100. Asking \$1,200. Complete with tank. Please call, home, (510) 234-5127 or work (510) 919-6842.

C&C 25, 1974. Great clean club racer/cruiser. Safe, strong Bay family boat. Foil headstay, 7 Pineapple sails, chute, drifter, full cruise gear, shorepower, 12 volt, holding tank, water, 2 anchors, VHF, Suzuki 7 hp. \$8,900/offer. Please call (831) 659-8877.

26-FT COLUMBIA MKI, 1965. Plastic classic with bulletproof fiberglass hull (no blisters), full keel, 6 ft standing headroom, 6 hp Evinrude o/b, sink, icebox & stove, sleeps 4. Main, jib, standing & running rigging are all in good condition. Asking \$3,500. (510) 523-5988.

PROJECT/BATHTUB TOY FOR SALE. SC27, hull #26. Located Alameda. Has lots of extras, practice sails, outboard, double axle trailer. Needs major TLC. \$5,000 obo. (650) 688-3811 days or (650) 494-1516 eves.

ISLANDER 28, BALZAPHIRE. All amenities for racing/cruising. 4 jibs, 2 spinnakers, new main. Weathercloths, curtains, carpets. New head/holding tank. Pulpit/lifelines, jacklines. Volvo diesel. Class winner Santa Barbara '97, Monterey '98. \$22,500/trade up. Amie, (415) 239-1844.

LANCER 25. Main, 130% & 110% jibs, Honda 7.5, recent interior upgrade, head, galley, Porta-Potti. Nice Bay boat. Sausalito berth. \$3,500. Please call (415) 421-1585.

WESTSAIL 28, 1976. Cutter rigged, 6 sails, 27 hp diesel, GPS, autopilot, dodger, VHF, stereo. Great condition. Recent survey. Lying Fort Bragg. Must sell. Asking \$32,000 obo. (707) 986-7794.

MacGREGOR 25. Swing keel, trailer & Honda 7.5 hp (4 cycle) longshaft o/b. One year old running rigging & upgraded standing rigging. 3 sails including a Bay Blaster jib, dodger, VHF, fishfinder/depthsounder, 2 anchors, stainless steel BBQ & Porta-Potti. Rigged for wild summer afternoons on the Bay or makes a great Delta boat. Sleeps 4 inside w/standing headroom under the pop-top. Built-in flotation makes it unsinkable. In great shape & ready to sail. \$4,900. (707) 431-1662.

RANGER 26, 1971. Ready to sail. Double reef main, furler jib, depthsounder, knotmeter, compass, Autohelm, 8 hp 4-stroke Honda outboard. All in good condition. Good looking boat. \$6,800. (415) 927-7533.

ERICSON 25. New standing rigging. Recent survey. Johnson 6 hp. Fixed keel, roller furling, enclosed head, depth, VHF, stereo. Good condition. In Santa Cruz, can help with transportation. \$7,500. (831) 684-9409.

CLASSIC 28-FT COLUMBIA, 1969. After 7 yrs of unforgettable weekends & 10 day adventure cruises during the summer, this memory maker is for sale. We bought a larger boat. Well equipped 2 cyl Volvo diesel, VHF radio, AM/FM cassette, knotmeter, depthsounder. Asking \$8,200 obo. (650) 343-5052, lv message.

EXPRESS 27, LIPSTICK, 1984. Alsberg Bros work of art. Excellent condition. Set-up for shorthanded. Tiller/pilot, knotmeter, depthmeter, new VHF, updated rigging & mast. 12 sails including new .75 oz chute, 3 hp o/b, trailer. \$17,000. Call (510) 430-1334.

O'DAY 25. Great Bay boat. Roomy interior (redone). VHF, knot, depth, speed. 5 sails incl spinnaker, BBQ, 9 hp Mariner. With trailer. Moving up to bigger boat. Please call. Love to show. Phone: (510) 233-8508 or email: sailjonny@aol.com

COLUMBIA 26 with great SF Marina berth included. Very tight, no leaks! Enclosed head. Sink with hot running water. Cute, comfortable interior. Canvas tent, screened privacy rails. Great retreat! Priced for quick sale, \$5,000 obo. (510) 594-9997.

**Remember...
Classy deadline
is a-l-w-a-y-s
the 18th.**



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PEARSON 26. Sleeps 4, lifelines, large cockpit with cushions, main, 2 jibs, VHF, head, sink, 7.5 Honda outboard. Great Bay boat. \$5,995. Call (408) 534-1361.

27-FT CHEOY LEE OFFSHORE, SAMANTHA, 1968, (as featured in April '97 *Latitude*). KM, DS, compass, low hrs Yanmar 2GM20F. Great pocket cruiser/liveboard. Needs work. Rewarding project for the right person. \$5,000. Please contact Tim, (408) 406-7372 or email: tltvin@earthlink.net

ISLANDER 28, 1975. Bob Perry design. Inboard diesel. Solid sailboat, well laid-out for living & fun to sail. Berthed in San Diego. \$8,800. Please call (619) 298-5811.

CAL 2-27, 1976, SUMMER. Well equipped, maintained. Rebuilt diesel, just hauled, inspected, bottom paint. Spinnaker rigged, ready for one-design racing or family cruising. Upgraded throughout, many extras. \$11,500. (510) 548-8824.

29 TO 31 FEET

J/29, 1983. Fractional. Kevlar main, #1, #3. New Technora running rigging. New standing rigging. Set-up for shorthanded or crew. Honda o/b. \$21,000. (510) 367-7771.

30-FT BIRD BOAT, #10, GREY GOOSE. 2 year old North sails. Mostly rebuilt & ready to go. Asking \$7,000 obo. Call (415) 507-1798 voicemail.

ERICSON 30+, 1981 SLOOP. Fully restored, upgraded, in mint condition. Universal diesel, new North sails, plus restored back-up sails, lots of extras. This boat has been professionally upgraded. Complete documents of repairs available. This is one of the most popular boats in a sailing club. The owner enjoys a substantial positive cash flow & tax advantages. Enjoy Bay sailing & get paid too! Owner needs to sell due to auto injuries. \$30,000 obo. Call (209) 525-9390 or (209) 537-1535.

NEWPORT 30, 1984. Custom open transom, teak platform, tiller, refrig, propane stove w/oven, Universal diesel, stereo, VHF, KM, DS, compass, roller furling, autopilot, dodger w/full enclosure, 5 sails. \$25,000. (510) 290-1179.

OLSON 911S, 1988. Ericson built racer/cruiser. 3 jibs, 2 spinnakers, roller furling, Universal diesel, autopilot. Original owner, excellent condition. \$38,000 obo. Please call, home (510) 530-5569 or work (510) 486-7598.

SANTANA 30/30 GP, 1984. Excellent condition. Great boat & well equipped for bay & offshore sailing, singlehanded or crewed. See at Fortman Marina, G18, Alameda. (408) 354-4729 or email: TheJunges@aol.com

30-FT CUSTOM SPORT BOAT. Schumacher/Olson design. Exceptionally well constructed. Excellent condition. Super fast, top quality sails, 2 axle trailer, LPU paint, outboard, carbon fiber spar, fractional rig, dry sailed. The ultimate in go fast racing at a much lower cost. Please call Bill at (408) 734-2027.

CATALINA 30, 1980. New cushions, covers, batteries, charger, engine controls. Universal Atomic diesel, VHF, tiller steering. Clean inside & out, '97 survey. Great office or weekend. \$18,000 obo. At Pier 39. (415) 346-6728 or Boatfox@AOL.com

ETCHELLS, #283, 1976 DRISCOLL HULL. 2 sets of sails, full cover, all equipment including anchor & paddles, yard dolly. Always dry sailed, very good condition & well maintained. A fast & beautiful boat with an active Bay fleet. \$7,500. (510) 521-3939.

NORTH ATLANTIC 29, SIRIUS. Angus Primrose-Blondie Hasler designed modern junk rig sloop. A scaled up "Jester" Folkboat, one of three built. Hawaiian & North Atlantic proven. The ultimate single or doublehanded bullet-proof yacht. Vane, diesel, spares, electronics, liferaft, Autohelm. Sold new in 1977 for \$75,000. 29'7"x9'7". 10,000 lb displacement. This classic design has come on the market only three times in 25 years! \$60,000. <http://www.jimdietz.com/junkrig.html> or contact jsdietz@earthlink.net or phone (619) 223-1563.

RAWSON 30, 1961. Heavy, full keel fiberglass hull. Volvo MD2B diesel with low hours. New main & genny, oversized rigging, tabernacled mast, manual anchor windlass, head & holding tank. New pressure water pump. An economical liveboard or cruiser. \$25,000. (831) 475-5940.

J/30, 1979. New main & North 3DL 155%, 1.5 oz, 3/4 oz, 1/2 oz spinnaker, blooper. Headsails: 78%, 110%, 140%, (3) 155%. New mast & rigging (4 yrs old), Autohelm, Loran, wind & speed indicator, VHF, stereo, Yanmar diesel & much more. All in excellent cond. \$24,500. (415) 383-1434 or ksailg@aol.com

CATALINA 30, 1981. Superb condition. Diesel, roller furling jib, selftailing winches, lazy jack main, top-notch dodger, new lines in '98, wheel steering, pressure h/c water. Great liveboard, awesome interior. \$28,500. (415) 461-9562.

CAL 30. Clean, wide beam, heavy duty all glass, offshore boat. Needs some paint & minor work. Westerbeke diesel inboard, runs good. 1963 boat but looks early 1980's. A bargain at \$4,995. May consider cash plus trade. Call (415) 258-5709 or (415) 898-2019. Serious inquiries only.

HERRESHOFF MODIFIED H-28 KETCH. 29' 5" LOA, 9' beam. Full keel. Mahogany doubleplanked hull, copper fastened. Rebuilt Atomic 4 & new decks '98. Hull refinished 11/97. New foam/upholstery & running rigging. Extras. Survey 1/99. \$14,000 obo. Call Stephanie. (415) 546-3634 or (510) 530-0346.

30-FT CHINESE JUNK, 1959. Not a replica, the real thing. 2,000 year old proven design & construction. A fortune in hardwood & bronze, 1-1/4" epitom planking (edge nailed) over 3 x 5" mahogany frames, teak deck & cabin, fir spars, 6 ft headroom throughout, Paloma hot water, propane stove, shower, 2 sinks, 20 hp outboard in well, ground tackle. Excellent liveboard. \$6,500. Matt, (707) 769-9780 or email: aviva@jps.net



30-FT NEWPORT, 1982. Roller furling main & jib. 600 hrs on new diesel. Lots of extras, excellent condition. Must see, \$26,000. Berthed in Emeryville. (219) 358-1537.

32 TO 35 FEET

HUNTER 35.5 LEGEND, 1991. Extremely clean, light use. 28 hp Yanmar, Harken furler, 135% with foam luff, Dutchman. Dodger, bimini, Bottomsider cushions, walk-through transom. VHF, DS, KM, Autohelm 4000, stereo, more. Complete, ready to sail at Schoonmaker (Sausalito). \$66,500. Call (707) 257-7450.

COLUMBIA SABRE 32.5. Good condition. VHF, 6 hp Johnson, new main, new standing rigging '97. Great boat. \$5,800 obo. Call (831) 477-9562.

HUNTER 33, 1980. Furling, lazy jack, jiffy reefing, selftailing winches, lines aft, wheel, depth & knot, compass, Autohelm, dodger w/winter cover, AC/DC shorepower, 12/120 refrigeration, propane stove/oven, h/c pressure water & shower, LP paint, 15 hp diesel. \$29,950. (916) 966-1677.

35-FYORKTOWN. In good condition, very roomy daysailer, excellent liveboard. Perkins diesel excellent, hull excellent, all rigging inspected & working. Canvas cockpit cover, dinghy thrown in. Docked in Alameda. Great deal at \$19,500. Call (415) 664-4079 or email: Mickel@sirius.com

35-F TAHITI KETCH, 1938. Stout. Hanna double-ender in PV, Mexico. 50 hp Isuzu. Propane. Cruising gear, ground tackle, dinghy, sails. Possible planking, re-caulk, but good labor is cheap. 1-2" cedar on oak every 5". Refastened '92 by Rutherford's. Asking \$6,900. (415) 225-7817.

CATALINA 34, 1986. New dodger, 135% roller furling, radial gennaker with sock, full cabin cover Autohelm 3000, wind, speed, depth, Apelco radar, stereo, TV, CNG gas stove, diesel engine. Hauled 6/98 at Stockton Sailing Club. \$56,000. Call Scott, (209) 522-6724.

CATALINA 34, 1994. Equipped for passage. '98 Pacific Cup veteran. Many, many extras & custom creature comfort features. \$65,000 firm. Please call (209) 463-3621 home or (209) 955-3229 work.

32-FT MAXI, 1995. Built in Sweden by Pelle Petterson. Fast, rugged, North Sea design. Huge main cabin & aft cabin. Big cockpit w/pedestal steering, Volvo diesel (2 cyl, 7 knots). New roller furling & dodger. Papers on recent major refurbish. Asking \$28,500 (may carry financing). Call (415) 455-9191 days.

32-FT ENDEAVOUR, 1979. 20 hp Yanmar diesel, fiberglass sloop, refrigerated ice box, propane stove, knotlog, depthsounder, VHF radio, stereo, wheel steering, bimini. Race, cruise, liveboard. \$28,000 obo. (510) 321-1018.

EXPRESS 34, HULL #3, MARRAKESH. Excellent condition, new bottom Nov '98, too many items to list. \$62,500. Call Bill, (650) 592-4572 or email: marakeshp@aol.com for complete inventory.

FEATURED IN FERANCE MATE'S World's Best Sailboats. 1981 Freedom 33 cat ketch with carbon fiber masts, all new canvas, completely equipped for liveboard & cruising. Spotless condition. \$59,000 obo. Loraine, (253) 627-8830 or Loraine-sea@juno.com

32-FT TWO CABIN, MID-COCKPIT. Wheel, dinghy, motor, generator, extra engine & transmission, 6 ft headroom. Legal liveboard. Just surveyed. \$23,000. (510) 548-6655.

33-FT YAMAHA, 1979. Excellent construction, never any blisters, diesel. Go anywhere. \$25,000. (510) 929-9219.

MARINER 35 KETCH. 1964 William Garden, classic lines built in Japan. Mahogany on oak, copper riveted & bronze fastened hull, full keel. Perkins 4-107 diesel. Varnished mahogany housesides, taft & cap rails & interior. Complete galley with propane stove & oven, small refrig, pressurized water system & hot water heater. Great liveboard. In Emeryville. \$24,500 obo. (530) 753-1228 or debrals@pacbell.net

35-FT SPARKMAN & STEPHENS SLOOP, 1979. Built by Hughes in Canada. Fast, fun, comfortable & well built. Great liveboard. H/C pressure water, refrig/freezer, TV/VCR, stereo, microwave, VHF, AP. Beautiful interior with standing headroom throughout. Over \$20,000 spent on major refit over last 4 years including new: standing rigging, Volvo-Perkins 25 hp diesel, 40 gal fuel tank, Saildrive, head, holding tank, propane stove/oven, compass, GPS, knot/depth meters, upholstery, running lights, 10.5 ft Achilles inflatable w/5 hp Yamaha o/b & more. Sail inventory includes: main, jib, genoa & spinnaker. Sailed extensively throughout West Coasts of Canada & the U.S. & ready to go again. Nearly \$60,000 invested. Excellent value at \$35,000. Call Eric, (510) 273-2077 dys or (510) 865-3579 eves. Serious inquiries only, please.

TARTAN TEN. Sleek 33 ft Sparkman & Stephens designed flush deck one-design. Recent haulout & bottom paint, great sails, no blisters, very fast, foil headstay, 2 anchors, diesel. \$9,500/offer. Needs some work but sound. (831) 659-8877.

33-FT ROBERTS STEEL, SPRAY, cutter, 1990. 18 hp Saab, 12 ft beam, 4 ft draft, 6' 3" headroom, 22,000 lb displacement, 60 gal fuel, 120 gal water, hauled in '98. Equipped offshore cruising. \$45,000, no contracts or trades. (360) 385-0631 or herrick@Olympus.net

WESTSAIL 32. Ready for cruising/liveboard. Factory plan, immaculate. Beautiful interior, electric head, shower, h/c pressure. Much more! \$56,900. All details, photos, Westsail history at www.moonbase.com/cc/wings/. Please contact (510) 331-7145.

CLIPPER MARINE 32, 1977. Fresh Yanmar diesel, Crealock design. Excellent sailing & liveboard. \$9,300. Call (650) 369-6869.

FUJI 32, 1977. Alden classic clipper style ketch. Bay or coastal cruiser. Extensive refit includes Profurl, S/L 555 windlass, 3 anchors, new VHF & dodger, propane 2 burner w/oven, 40 hp diesel, AP, DF, WS, Loran. \$35,500. (650) 574-5147.

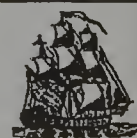


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33-FT TARTAN 10, 1979. Rebuilt Farymann diesel, 2 mains, 3 spinnakers (3/4, 1/2 oz), autopilot, depth, knot, new batt. Daysail or race, not very suitable for cruising. Asking modest \$10,500. Jeff, (415) 331-5515 wk or (510) 236-7223 hm.

33-FT MAHOGANY SAILBOAT, cutter rigged. Roller furling main. Thick, heavy construction. All mahogany ceilings, full keel. Complete rebuild on Volvo diesel. Honda generator. Lots of gear. Needs TLC, paint, etc. Great liveaboard. \$5,000. Call (415) 460-8771, lv message.

36 TO 39 FEET

TAYANA 37, 1986 MKII. Canoe stern cruiser, cutter rigged. New canvas, interior & bottom paint. \$95,500. (310) 833-5976 9-5pm days. See at: <http://coopads.com/137>

CAL 39, 1979. Cutter, 1987 Perkins 4-108. Fit out with the finest. Recent photos/list available. Windvane, new 8DAGM batteries, autopilot, radar & GPS, Ham, VHF, sounders, wheel, roller furling, solar, Avon w/8 hp o/b, watermaker, 50 gal diesel, 90 gal water, shower, new cushions, refrig & gazillions of goodies & charts! I bought this lovely in French Poly. No duty, no local sales tax, no property taxes because I followed rules. Documented, makes transfer easy. I refit the boat & enjoyed Polynesia but now alas, my body is not as sound as the boat, so I am selling. Missed Mexico? This fine boat is ready. Cost you \$95,000 here to equal what I offer at \$60,000 in Polynesia. Call Ronn, (415) 454-2401. Look, be impressed. Email: alronnhill@aol.com

37-FT HUNTER, 1978. Cruise ready, Hawaii/Mexico vet. Watermaker, dodger, autopilot, GPS, chart plotter, Loran radar & much more. Will consider part trade for power boat in 25 ft range. \$40,000. Pete, (805) 466-6656.

38-FT HANS CHRISTIAN, 1979 MKII. This beautiful, well built, well rigged vessel has cruised for many years & now she needs a new, loving owner. Asking \$110,000. (509) 997-2266 or email: steba@methow.com

38-FT INGRID CUTTER. Fully equipped with new engine & quality gear. Needs some interior finish. Reduced to \$30,000 obo. (360) 385-4596.

38-FT FERRO CEMENT SOUTH SEAS sloop, S/V Halcyon Days. Propane stove/heater, radar, VHF, AM/FM/tape, DS, gennaker, Perkins 4-108. Couple has lived aboard 4 yrs. \$38,000. Please call (206) 297-1662.

CABO RICO 38, 1990. Custom offshore cutter. Top quality bluewater cruising vessel in exceptional condition. Equipped '97-'98 with extensive comfort & performance options including Spectra watermaker, holding plate refrig, radar, GPS/plotter, Espar heater, inverter, autopilot, much more. (415) 331-6805.

1963 RIVER QUEEN, 36-FT STEEL hulled houseboat. Complete accommodations, 3 burner propane stove & oven, apartment refrig, head, shower, lots of storage, ample deck space fore, aft & on top of cabin. 351 Cleveland engine, Volvo Penta outdrive, Kohler generator. New roof, deck paint, last hauled in May '98. Great liveaboard or weekend get away. \$15,000 obo. (415) 274-0382.

CT-38, 1984. Sloop built by Ta Chiao, fast ocean-going cruiser, teak deck, 30 hp diesel, 5 sails, roller furling, windlass, radar, depthsounder, knotmeter, beautiful teak interior. Vessel is in good condition, docked in fresh water. \$39,900. Call (925) 516-9190 or fax (925) 516-8665.

EXPRESS 37 PRIMORDIAL SLOOP, 1988. Original owner. Immaculate yacht with cruising interior, 27 hp Yanmar with heat exchanger. Martec folding prop. Autohelm 2000, Signet, Harken roller, wheel, 7 selftailing Lewmars, 5 North sails. \$96,000. (408) 531-0767.

BUCHAN 37, 1966. Sloop. No blisters, hull LPU & bottom job last month. Tapered aluminum mast. Reliable Atomic 4. Windvane tiller. Grocock head with holding tank. Force 10 propane stove w/3 burners & oven. Custom stern swivel seats on pushpit. Great canvas. 2 hank on jibs, drifter, spinnaker. V-berth double & 2 singles in main cabin. Lewmar hatches. Bow & stern anchors. Seatiger manual windlass. Quick sale. Only \$15,000 obo. Contact (415) 331-6703 day or (415) 488-1533 eves or marladida@aol.com

VALIANT/ESPRIT 37, 1978 FOR SALE. Well equipped for cruising, very good condition, no blisters, large sail inventory. Back from Mexico last spring. Priced at \$82,500. For detailed info call Gregory at (510) 595-9294 or email: asailorman@yahoo.com. Owner financing available.

ISLAND PACKET 38, 1988. Excellent condition. Major refit since '95, over \$40,000 value. Windlass Autohelm 6000, watermaker WaterSurvivor 8011, dinghy davits, radar, power inverter, liferaft, EPIRB 406 Mhz, new cruising sails, auxiliary stainless steel diesel tank 50 gals. Stainless steel arch with 4 solar panels, 4 solar vents, new fiberglass dodger, new bimini, etc. Located in San Carlos, Sonora, Mexico. \$138,000. No sales tax. For details please contact: (011) 52-622-70160 or (530) 257-3948.

36-FT (10.7 METER) COLUMBIA, 1979. Excellent condition, upgraded electrical systems, Heart 2000 inverter with Link 2000, high output alternator, new AP, windlass, radar, roller furling, dinghy davits, new interior, much more. Yanmar diesel. Located Monterey, CA. \$38,500. (831) 624-6001.

ISLANDER 36. A proper yacht. Diesel, full race sail inventory & equipment. New upholstery & sailcover. Freshly painted bottom, topsides, deck, mast & boom. New electronics & new portlights. Now ready to sail away! (415) 392-8204 day or (415) 435-0652 eves.

36-FT CREALOCK DESIGNED COLUMBIA. Built 1968 when boats were built to last. 12,000 displacement, 5,500 external lead. Tiller, Atomic-4, 6 sails, all equipment upgraded & overbuilt. Cruise, race, liveaboard. The perfect boat for couple. Maintained by a professional. Transferable sail-in Marina Green slip. \$40,000. Please call Pete, (415) 563-4421.

TAYANA 37, 1987. Located in Mexico. Boat needs some tender loving care. \$55,000. For information please fax, 011-52-69-16-3614 or email: Mazmarine@aol.com

TAYANA 37 CUTTER, 1976. For Baja & beyond. Prepped for cruising. 135% & 100% jibs, Farnet roller, club footstaysail, Pineapple main w/3 reefs, Sayes windvane, Bruce & CQR anchors on chain, Muir windlass, 60 hp Isuzu, Furuno radar & GPS, davits, 4 battery banks, 100 gal diesel & water tanks. Pressurized & hand pump fresh & salt water, Lectrasan MSD, offshore dodger & weathercloth, fiberglass decks, lead keel. Please contact (510) 864-1471 (Alameda) or email: cambriaus@aol.com

HUNTER LEGEND 37, 1990. Great liveaboard. Two roller furling jibs, two spinnakers, Raytheon radar, Garmin 120 GPS, Autohelm ST4000, plus more! Fast bluewater veteran. Visit: <http://home.pacbell.net/sailforphotos&info>. \$69,500. (415) 346-7783 eves.

40 TO 50 FEET

FREEPORT 41, 1976. Center cockpit ketch. Large aft cabin with head & shower, forward cabin with head, large salon, nice galley with propane stove, microwave, 2500 watt inverter. New gel batteries, 85 hp Lehman diesel, 200 gal fuel & water, 200 amp high output alt. 2 top loaded freezers/refers, newly certified 6-man raft. This boat is set-up for cruising or liveaboard. \$20,000 in upgrades, asking \$79,500. Call days, (800) 331-7626 or nights (916) 791-0362.

42-FT WHITBY KETCH, BUILT 1978. Excellent condition, one owner, cruised Mexico '88/'89, many extras including windvane steering, radar, extra sails, etc. In Delta. \$92,500. Please call (707) 763-7218 for equipment list or log on to: www.netcom.com/~dehaan2.

MASON 43 CUTTER, HULL #5. Turnkey, offshore cruiser. Documented, admeasured. Major refit '91, upgrades '94 & '97. Radar, autopilot, Profurl, Lewmar hatches, windvane, liferaft, dinghy, Windbugger, solar, awnings, dodger, more. \$149,000. (970) 247-1632 or view at: www.frontier.net/~tgalbraith

41-FT RHODES. Beautiful, fiberglass hull world cruiser. New Profurl, Ideal windlass, GPS, 2 depthfinders, radar, AP, VHF, solar, new Yanmar 850 hrs, hard dodger, dinghy, liferaft. Real Estate trades considered. \$40,000. (408) 744-0862.

40-FT HARDIN KETCH. Cruiser ready, new sails, watermaker, GPS, radar, wind generator, solar, liferaft & more. Pristine. San Carlos, Mexico. \$59,900. For specs Please contact Roman Lamberty, 824 S. Mill Ave, #339, Tempe, AZ 85281 or fax (011) 52-622-61180 or email: AkelaSeca@hotmail.com

LIBERTY 458 CUTTER, 1983. Just circumnavigated, could leave again tomorrow. Excellent liveaboard at sea or at the dock. Luxurious interior in superb condition. 2 heads, marble countertops, queen size bed. Loaded with equipment & spares for cruising. Radar, 2 autopilots, 2 GPSs, 2 VHF's, SSB, Weatherfax, watermaker, frig/freezer, electric windlass, 406 EPIRB, washer/dryer, solar & wind power, inverter, TV/VCR, CD player, 4-person offshore liferaft, 12 ft inflatable with 15 hp 4-stroke Honda outboard, 4 sails, whisker pole, 85 hp Perkins, recent epoxy bottom & more. \$200,000 U.S. Arriving San Francisco late March. Contact Robin at 1-403-277-2905 hm or 1-403-273-6958 wk or Dave in SF, (415) 945-9032. Yacht: *Charissa*.

MORGAN 45, 1991. Center cockpit by Catalina. Immaculate condition, 5 kw Northern Lights gen, Grunert cold plate refrig, Webasto diesel cabin heater, furling jib, spinnaker gear with pole, Trimble GPS & Loran, dual VHF, HF, AP, TV, CD stereo, radar, dodger, chart plotter, Datamarine 5000 instrumentation, electric heads & more. All new interior & exterior cushions & mattresses. The works. \$189,000. (415) 371-3444 dys.

ANGLEMAN SEAWITCH KETCH. 36 ft on deck, 50 ft overall. Newly refurbished interior & exterior! New paint, varnish, tile in galley, seat cushions, curtains, carpeting, sail covers, dory, hatch, skylight, wheel covers, etc. This boat is in bristol condition & would be a great cruiser or liveaboard. Hot & cold water pressure, shower, Loran, 3 anchors, 4 sails (excellent condition), TV, stereo, sleeps 6, headroom 6'3". Holding tank, 3 bilge pumps, Isuzu 4 cyl diesel engine, built-in shorepower/charger. \$59,000. (530) 274-1624.

VALIANT 40 PROJECT BOAT. Entire exterior restoration nearing completion. Many upgrades: new ports, boom, traveler, stantions, teak rubrail, more. Large inventory of items to complete restoration. Extensive list of cruising equipment. \$55,000. (760) 377-3436 or gnome@ridgenet.net or see info at www.ridgenet.net/~gnome/valiant1.html

VAGABOND 47, 1980. World cruiser, completely refit with the following new in last 5 years: complete electronics package, aluminum spars, roller furling, sails, ST Lewmar winches, 5 kw Northern Lites generator, 55 gal per hr Sea Recovery watermaker, AC/DC Refrig & freezer, custom elec davits w/11 ft Boston Whaler, custom teak/fiberglass coach top. \$80,000 in creature comfort upgrades, communications & nav equipment in addition to above. Pictures & description at: www.yachts-online.com. Immaculate, must see. \$198,000. San Diego, CA. (619) 691-6930 or Svbrasmg@aol.com



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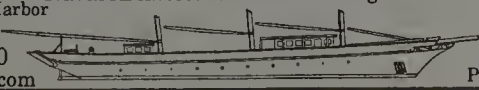
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CATALINA 400, 1997. Roller furling 90% & 135% headsails, Dutchman flaking system full batten main, fully integrated instruments including Furuno LCD radar, Garmin GPS chart plotter, Autohelm 7000 AP, CQR anchor, electric windlass, Alpine CD stereo, cockpit speakers, Horizon Nova VHF, cockpit cushions, full canvas, refrigerated. Cruise ready. \$156,000. Please call (916) 652-6386 eves or (916) 323-0624 days.

PETERSON 44, 1979. Canceling cruise for health reasons. Ready for you to go cruising. Installed everything for safety & comfort. Equipment list too long to mention. \$140,000. (530) 412-0287.

SUNDOWNER, 40-FT ROUND BILGE steel cutter ketch. Exceptionally maintained serious world cruiser. Antarctic, Cape Horn veteran. For details see Feature Boat, *Latitudes & attitudes* Jan/Feb '99 issue. Lying Nelson, New Zealand. \$100,000. Contact Rondi at 0064-21-211-3944 or rondi@hotmail.com

43-FT STEEL, prize winning boat of the month, *National Fisherman*. Pilothouse, hard chine ketch. Designer Charles Wittholz. Documented fishing boat, liveaboard yacht. 11 x 14 cargo hold, 4 x 8 hatch. Sails well on all headings. Range 1,800 miles. Still improving. \$80,000. (916) 974-1886.

CATALINA 42. 2 cabin 1992, one owner, exceptionally clean, professionally maintained. Autopilot, Loran, radar, Wollter demand water heater w/ cabin forced air heater. Elliptical rudder. Inverter, E-meter/Smart charger/660 amps, batteries 6/98. New main, 135% genoa 11/96. Much custom cabinet work, ordered with bare wood from factory. Hand rubbed interior. This is a special gotta' see boat. (562) 493-4146.

CUSTOM CUTTER, 47' x 14' beam. Stoutly built of foam cored FG for comfort & performance. Yanmar diesel, AP, GPS & tall rod rig. Over \$175,000 invested. Offered for immediate sale. Leave message at (520) 284-5093 or see at KKM (Pt. Richmond), Yacht: *Sedona*.

COLIN ARCHER, 45-FT LOA, double ender ferro. Full electronics, great ground tackle & sails. Needs very little to go cruising. A great looking boat. \$32,000, make me an offer! (831) 659-6052.

SLOCUM 43, 1985. Bristol condition, top quality, heavy cruiser. 2 prt cabins, full electronics, Perkins 4-108, dodger/bimini, Heart inverter, Monitor windvane. Full boat cover, liferaft, dinghy, teak deck, spacious all teak interior. \$176,000 obo. (650) 654-9008.

43T HANS CHRISTIAN CUTTER, 1982. Loaded for cruising. One owner. Substantial upgrades, new equipment, Aries. Outfitted in UK. Please call (360) 378-7785 or P.O. Box 2778, Friday Harbor, WA 98250. \$219,000 obo.



NEWPORT 41, 1981. Radar, SSB, Monitor windvane, new rod rigging, Profurl. Boat is ready for offshore. Equip list too extensive to list. Located in Puerto Vallarta, Mexico. Owner anxious to sell. Call 011-52-69-19-2077 or email: Mazmarine@aol.com

TARTAN 41. Sparkman Stephens design sloop. A strong, comfortable, easily sailed boat, offshore capable performance cruiser. New: standing & running rigging, new Harken RF. \$69,000. For more info call (510) 666-9594 or (530) 752-4836.

50-FT GARDEN-MYHRE MOTORSAILER. Hawaii! Just reduced. *Viking*, world class, 35 ton, bluewater ketch. 2" Port Orford cedar hull, teak decks, mahogany interior, oak frames, new stainless steel rigging, 1,200 sf sails, singlehander rigged, GM diesel 85 hp, 5 kw generator, Fremar autopilot. New microwave & TV/VCR. A-1 furnished home. Enclosed helm if desired. 1998 restoration to 1952 quality. Berthed at Kaneohe Yacht Club, Oahu. Reduced from \$165,000 at only 1/4 replacement cost. Urgency sale by owner, \$120,000. Please email: himach@aloha.net or fax (808) 235-6825 or phone (808) 235-2553.

A MUST-SEE SUPER YACHT AT A give-away price! Extremely spacious luxurious Bluewater 46, 1985, in excellent condition! Very comfortable liveaboard, superb cruiser. Very spacious aft master stateroom with built-in vanity, cedar-lined walk-in closet, centerline queen berth, Vacuflush head with full bathtub & shower. Bright, airy main salon with digital satellite plus home theater surround stereo, custom furniture. Full galley with dishwasher, trash compactor, large GE frig, microwave, built-in blender. Forward cabin also with centerline queen, private head (vacuflush) & shower. Includes washer/dryer, 12 kva Westerbeke generator, wet bar, dining/office space with phone/fax/data lines & much more! Asking \$144,900. Redwood City. See details at: <http://aj.stanford.edu/boat/> or call (650) 723-9489 wk or (650) 366-5933 hm.

51 FEET & OVER

53-FT ROBERTS C-FLEX fiberglass hull with male mold inside. Ready to turn over. Set of Bruce Roberts building plans & some materials. \$6,000 obo. Don at (530) 876-9326.

IMAGINE, 55-FT LOA, 49-FT LWL, 14-FT BEAM. Located in Nawiliwili Harbor, Kauai. Dry docked. Cosmetic damage from *Iniki*. Would like to sell immediately. Will recondition & deliver. Club racer/liveaboard. Earl, (808) 246-4828.

TAYANA 52, 1985. Luxury performance cruiser. Aft cockpit, 3 double staterooms, beautiful & spacious interior. New autopilot & GPS, Kevlar main, Profurl, refer, boiler heat, dodger/bimini. Extensive upgrades & refits. Datamarine instruments, more. Fully outfitted. \$245,000. (541) 388-8223 or davis@coinet.com

FORCE 50 (51' LOD, 60' LOA), 1976 classic, FG ketch in good condition. 80 hp Ford Lehman diesel with very low hrs. Large pilothouse w/inside steering. Lots of room below, 2 heads, sleeps 8. Great liveaboard. Autopilot, radar, diesel heater, SSB, windlass, refrig, 12 ft rigid Avon w/17 hp o/b & more. Vallejo berth. 10 yr owner relocating. Asking \$85,000. (925) 672-2995.

ENDEAVOUR 51, 1989. Performance yacht. Center cockpit sloop. 7 ft headroom, 3 staterooms (large private aft cabin). Fully equipped, excellent condition in/out. Recent haulout & survey. Fresh bottom paint. Book value, \$220,000. Forced sale, \$189,000. No sales tax. (408) 448-8525.

53-FT SPENCER CUTTER, 1993. Fast, comfortable, safe, offshore glass auxiliary. Rich teak interior. Large cockpit. Full equipment. 3 sleeping cabins, 2 heads/showers. Large galley. Yanmar, tenders, outboard. \$275,000. Visit our website at: <http://members.aol.com/amgrace53>. Please call (619) 224-0363.

TAYANA 55 CUTTER, COMMISSIONED 1987. Popular 4 cabin layout. Efficient, spacious. Sleeps 10. Loaded & ready for world cruising. Rigged for singlehanded. \$280,000. Will consider trades, but, please, no equities. Phone (520) 760-2809 or fax (520) 760-2856.

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26-FT HUGHES TRIMARAN. Scare 5-27s! Fast, stable, easy sailing. Flexible furler, rotating mast, lazy jacks, VHF, KM, like new Honda 7.5, Delta & Danforth anchors, newer tramps, Dutchman sail slides. Launched 1987. Demountable, but difficult. Trailer. \$12,000. (206) 784-2179.

50-FT TRI. Unlaunched, coldmolded, 4 queen cabins, 5 Vacuflush heads, full galley, large doghouse, 3 Wagner hyd steering stations with jog, compasses & engine control. Copper tub w/ shower. Salon w/10 ft bar & sink. Ready for: finish paint, rigging (mast & booms - avl), engine (diesel w/twin disc - avl). Must sell, partner (wife) lost eyesight. Excellent six-pak for \$135,000. Call (619) 424-7196.

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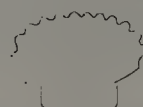
36-FT CUSTOM NEWICK TRIMARAN, 1986. Faster, roomier than Farriers! Beautiful N-36 with 26 ft beam, sleeps 6, enclosed head, galley, huge cockpit, furler, full batten main, screecher, speedo/depth, GPS, solar panels, 15 hp Honda & much more. \$55,000 or \$65,000 with mooring. Call (949) 631-4434 w or (949) 723-0279 h or www.multisail.com

REYNOLDS 21 CATAMARAN. Excellent condition. Trailer, 5 hp w/low hrs, hull graphics, 2 helms person seats, speeds up to 20 knots. 4 narrow bunks, bottom paint, flotation, anchor, 3 sails. In the water in Southern Marin. \$7,500. Contact (415) 383-8730.

WILLIAMS 37 TRIMARAN, 41 x 21, launched August. Bimini top, huge decks, cockpit, interior. Sounder, VHF, CD, GPS, solar, propane stove, refrig, 40 hp diesel, epoxy/ply. In Napa Valley Marina. Surveyed at \$95,000, asking \$65,000. Please call (530) 221-1716.

49-FT CUSTOM PIVER/CROSS TRIMARAN, 1974. Owner/builder, 4 staterooms, inside/outside steering, 65 hp Isuzu, \$85,000. Also, just launched 36 ft Seawings trimaran. Triple diagonal red cedar epoxy. The ultimate 2-3 person world cruiser, \$38,500. Steve, (650) 324-9126.

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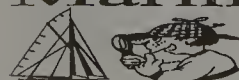
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MOTOR LAUNCH, 19-FT WOOD, West System. Well built, tiny liveaboard. Loaded. Surveyed at \$16,000, asking \$7,000 obo. (415) 982-7949. All info can be sent via email at: Canteaj@aol.com

32-FT BAYLINER AVANTI, 1988. Immaculate condition. Twin Chevy 350's. Low hrs. Too many extras to list but includes: full Delta canvas, custom installed audio/video system. Fantastic liveaboard. This boat has been superbly & meticulously maintained. \$36,000. (415) 370-5174.

29-FT FISHERCRAFT HOUSEBOAT, 1981. Penta I/O, low hrs. Excellent liveaboard with end tie in Redwood City. \$22,000. Please call MaryAnn, (408) 871-6780.

36-FT HUNTER, 1942. Liveaboard/cruiser. Mahogany planking, oak ribs. Perkins turbo diesel. Head with Lectrasan, galley, stateroom, main cabin. Built-in storage. Aft deck for fishing/loafing. Refurbishing nearly completed. As is or completed. Call John at (415) 824-1278 to see at Brisbane.

CLASSIC NAVY LAUNCH. 42 ft fishing/workboat. CA Salmon permit. Rebuilt 671, Furuno electronics. Rewired, refastened, recaulked. Not a houseboat. Haulout & bottom paint 1/10/99. Must sell. \$10,000 obo. Milly/Richard at (510) 232-5800.

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30-FT CATALINA. 2 weekend sailors seek replacement for third partner on this comfortable family boat. Roller reefing, pedestal steering, diesel, head, galley, sleeps 6. \$3,000 & 1/3 maintenance. Sausalito berth. David, (415) 435-3122.

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COLUMBIA 22, 1971. Prime Berkeley berth. Good daysailer. Equipped with galley & Porta-Potti. Sleeps 4. Solid condition. 2 or 3 partners sought. \$400 or \$600 plus share berthing fee. Pls call John at (415) 641-6742 days or (510) 593-6628 eves.

BEST SHIP ON THE BAY! MORGAN 38. Share with 4 partners. New winches, roller furling jib, spinnaker. Electric windlass, 50 hp diesel, 6 berths, refrig, BBQ, stereo. Access reservations, minimal maint duties. Excellent, solid boat! Sausalito. \$12,000/offer. (415) 453-3131.

37-FT O'DAY CENTER COCKPIT with gennaker. Large bed & 2nd head in aft cabin. Just hauled, surveyed & engine repaired. Berthed at Emery Cove, east of Bay Bridge. Will train & checkout if needed. Accepting equity or non-equity partners at \$2,000 - \$5,000. Please call for package. Phone: 1-888-554-1000.

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YOUR CHOICE OR 4 EXCELLENT, improved building lots in Shelter Cove, Humboldt County. Golf course & ocean views. Up to 1/2 acre. Valued at \$25,000 to \$70,000. Trade one or more for your equity in 30 ft or larger cruising sailboat. Contact (530) 795-3579.

CHANGING PRIORITIES. Have classic 1955 T-Bird, new soft top & upholstery, hard top, power windows & seats, manual 3-speed with overdrive. Beautiful car! Want quality coastal cruiser 29.5 ft or more. Call Chuck at (303) 278-8167 with offer.

TRADE: NEVADA SKI CONDO. Walk to Heavenly Valley lift. 1 bd, 2 ba, 2 levels with decks each, for app. 40 ft cruising sailboat or NZ property. D. Orr, (530) 542-9218 or (530) 544-5739.

37-FT CUSTOM GARDEN KETCH. Mahogany, oak, bronze fastened. Built Japan 1963. 4-107 Perkins. Mexico vet, well equipped & maintained. SF Bay, Marin. For sale \$30,000 cash or trade for country property, real estate, equity or? Please call (209) 728-3807 leave msg.

WANTED

WANTED: CAL 39, not older than 1981. Must be well maintained with good sails & equipment. Bat Area location. Have cash, ready to buy. Contact, Ole Henriksen, P.O. Box 607, Corte Madera, CA 94907. Call (415) 457-3049, fax (415) 927-4467 or ole@henriksenimports.com

\$ FOR U.S. NAVY DISHES marked "Anchor", "USN", etc & stainless/silver flatware/serving pieces. Brass lamps; Wm Garden 1979 book *Yacht Designs*. Sails for Garden Porpoise: drifter, luff ~41 ft, foot ~29 ft; cruising spinnaker, luff ~44 ft, foot ~36 ft. Call (916) 775-2119.

LOOKING FOR A 12-FT AVON or Achilles, prefer the rounded stern version, but will consider flat tails. Floor & motor mount a must (oars optional), good shape or easily repairable, air holding areas can not leak. So Cal. Call (760) 439-2853 or saline@ihawaii.net

EL TORO, FIBERGLASS, CHEAP. But in good condition, complete & ready to sail. For 7 yr old junior sailor. Will accept a freebie, but sorry, no tax deduction! Call Chris at (415) 389-9378 home or (415) 383-8200 x 103 office & voice mail.

BARIENT 28 WINCHES. A pair. Old style. For replacement (with bronze drums) or for spare parts (any material). Primary gears needed. Also wanted source for parts for Barient winches. Please call (415) 435-0936.

PRIVATE PARTY WANTS TO BUY clean late model Beneteau 400, Hunter 42 or Catalina 400/42 from private party. No brokers or charter boats, please. (805) 969-6327.

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BRAND NEW NISSAN 9.9 HP 2-stroke outboard. Run only 10 hours. Extra long, electric start. Too big for our boat. \$1,500 firm. (415) 454-8604.

PFAFF 130 SEWING MACHINE, complete with case. \$385. Call after 4pm, (831) 475-6887.

CUMMINS 6 CYL DIESEL, model C106M. 3:1 Capitol gear. Complete. \$2,500. Onan 6 kw diesel gen, \$1,200. (415) 456-1600.

ALPHA AUTOPILOTS (2). 1-Alpha 3000, used one week, \$1,500. 1-Alpha Spectra w/GPS interface, remote control, 2 yrs old, factory rebuilt. \$5,000 value, \$1,500. Will pay shipping. Email only: MJHV5@pinoak.com

EVINRUDE 20 HP LONGSHAFT, electric start/choke, remote only 10 hrs, perfect kicker for fishing boat, \$2,500 obo. Westerbeke 36 hp diesel, 800 hrs. \$3,500 obo. Renny (415) 716-9793 or email: rdeassis@jishipping.com

TWO NECKY KAYAKS WITH accessories, paddles, car carrier. \$1,000 firm. One Sears longshaft 15 hp o/b. NIB. \$1,000 firm. One Loran receiver. NIB. \$100. Laurence, (559) 935-5315.

DICKENSON NEWPORT DIESEL HEATER, (new \$599). Also, electric pump for inline diesel feed (new \$133). Never installed. Both for \$400. Please call Jack at, (510) 582-1519 or email: Jack9437@AOL.com

ATOMIC 4. Runs great. Starts immediately. Taken from 1978 Islander 36. Engine is at Richmond Boat Works. \$1,500. Owner out of country so call Mike Haley, (510) 232-5800.

GENSET YANMARTS 80, 3500w, manuals, \$500. Stove, Princess 3 burner w/oven, tanks, \$500. Solar panels, 50w, new, four at \$190. Vetus water tanks, 58 gal, new 2 at \$115. Flexible tank, 17 gal, new \$45. Raw water strainer, Groco ARG-750, new \$55. Please contact (707) 443-0379 or drmtchr@humboldt1.com



TOTAL FLYBRIDGE "TENDER" PACKAGE! 11' 6" Boston Whaler, beautiful varnish, 35 hp electric start Evinrude, 1,500 lb davit, 110 volt winch, plus dinghy cradle. All excellent from a yacht being upgraded. Everything needed to add a tender assembly to your boat. \$7,000. (415) 454-8851.

SAYES RIG, good condition, \$900. Technautics refrig, \$100. Prop 22", 1-5/8" shaft, pitch 15, R.H., excellent condition, \$400. 18 SS 8-1/2" carriage bolts. Call (415) 892-4284.

NAUTICAL GARAGE SALE. Back from cruising. Selling out: 1996 valise Switlik MD2, 6-man dbl floor liferaft, \$2,100. PowerSurvivor handheld liferaft watermaker, \$275. Autohelm type, auxiliary rudder, selfsteering vane, \$200. Misc small stuff. Los Angeles area. (310) 640-3711.

HYDROHOIST FOR SALE. 15,000 lb capacity. Side tie model. Great for power or sailboat. Good condition. Operates on 110 volt. I bought a bigger boat. See the company website at: <http://www.boatlift.com>. \$4,100/offer. Please call Brad, (415) 749-1150.

THREE ENGINES, Two diesel, one gas. 65 hp Ford Lehman, \$1,800 w/velvet drive. Diesel. 32 hp Farymann, \$1,400 w/2:1 marine gear. Diesel, very low hours. Palmer 10 hp gas w/gear gas, \$700. V-drive 200 hp 1.5 to 1 reduction, \$400. Hobie cat trailer, \$1,000. Heat exchangers available for above. (415) 457-8616.

ALL NEW: Fortress FX-55 anchor, \$350. Sailcomp 103 digital compass, \$450. Hi-test 3/8" chain, \$2/ft. Kenwood TS-450S Ham radio, 90 marine frequencies, \$1,000. Survivor 06 desalinator, \$350. Furuno cat II EPIRB, \$375. 70 lb bronze storm anchor, \$375. Davis Mark 25 sextant, \$100. Call (510) 524-4339.

JOHNSON 6 HP, 1973 O/B, Short shaft, new service & 3 blade prop plus spare, owners manual, gas tank & o/b pad. Infrequently used in Delta, runs great. \$400 obo. Call Lee, (510) 563-4104.

WESTERBEKE 30 REBUILT, \$2,500 obo. Volvo MD17 hydraulic drive, low hrs. Almost new. Good for trimaran installation, \$3,500 obo. Rebuildable Palmer core complete with V-drive. \$500 obo. (510) 234-5127 home or (510) 237-0080 work.

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MONTEREY MARINA SEALED BIDS: 60 ft aluminum mast with SS hardware, good condition. Sealed bids opened 2/27/99 at 11:00 am. Call (831) 646-3950 for further info. 8 - 5 pm.

MAST, RIGGING, SAILS & SPINNAKER POLE: 63 ft aluminum mast, standing wire rigging, aluminum spinnaker pole & 8 sails. Liferaft wanted. (408) 252-1038 or anna@saillinks.com

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2 X 51 HP YANMAR DIESEL ENGINES. Model 4JH2E. 3,300 hrs. One in very good condition, \$5,000. One in good condition, \$3,500. Please contact Caren at (650) 851-8488. Engines can be seen at Golden State Diesel. (510) 465-1093.

RFD SURVIVA 6-MAN LIFERAFT, 1/99 certified, \$900. 48 ft fiberglass mast, boom, rigging chainplates, 9 bags sails. Great condition, \$2,500 or \$1,500 without sails. Survival suit, \$50. 2 Enke 22" winches mounted, \$750 each. Misc anchors. Lifeline w/stanchions. (415) 515-4258.

YANMAR MARINE DIESEL, 26 hp (3GM), 2:1 ratio, almost new (50 hrs). Asking \$4,800. Charles, (415) 469-7412.

WANTED: USED SAILING EQUIPMENT. Sextant, inflatable dinghy, small o/b motor, SSB/Ham radio & tuner, solar panels, inverter, brass lanterns, EPIRB, anchors, watermaker, genset, under water 35mm camera, Nikon F2 camera. Call Jack, (916) 487-1481.

MISCELLANEOUS

KNOW YOUR WAY AROUND? Advanced coastal navigation class meets Tuesday evenings from 7:30pm - 9:30pm at Coast Guard Island, bldg 21 room 115. Book is \$35, class is free. Starts Jan 26th. Call Susan, (510) 865-1508 or email: sworden@dl.uscg.mil

GRAPHIC ARTS LIGHT TABLE. Custom made, for slide viewing or graphic arts, 30" x 12" German opaque glass set in 36" x 20" mahogany plywood surround, swivel tilt top. Not collapsible or portable. \$65. Call Chris, (415) 389-9378 home or (415) 383-8200 ext 103, office & voice mail.

LITTLE KID'S STUFF. Bike with training wheels. Red w/white & black speckles, Huffy, in excellent condition, 16" wheels (for a 3-5 yr old). Also, Stearns Heads-Up Type II kid's lifevest, size S (20-25" chest), Joe Cool Snoopy design. For 1-4 yr old. Float collar w/handle. \$7. Both are very cute, in Tiburon. Chris, (415) 389-9378 home or (415) 383-8200 ext 103, office & voice mail.

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FREE 5-WEEK COURSE, USCG Auxiliary "Sailing Fundamentals", March 16 through April 15, Tuesdays & Thursdays 7:30pm to 9:30pm at Sausalito Cruising Club. Text material: \$30. Class limited to 30 students. Register March 16 at 7:00pm. Questions: call after March 1 eves, Gary at (415) 332-8584 or John at (415) 924-1842.

SWAP MEET. Sunday, February 21, 1999. Berkeley Yacht Club, 1 Seawall Drive, Berkeley Marina. Set-up at 6:00am, buying, selling, trading begins at 7:00am. Bargain boat gear plus waffle breakfast & BBQ. Please call Lori Lombardo at (510) 653-6088 to reserve a stand.

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CREW

CREWPERSON WANTED. My 33 ft Freedom cat ketch. San Diego - Tahiti - Auckland. Leaving late Feb/early March. One or both legs. Experienced only. All expenses plus return airfare. Resume/photo to: Mitch Rosenheim, 7600 Broadway, #18A, San Antonio, TX 78209.

TWO ADVENTUROUS SOULS, aged 24 & 25, seek passage as crew for an extended cruise. No sailing experience. Quick learners with positive attitudes. Solid work ethic with strong desire to learn. Excellent references upon request. Contact via email: jpandchris@hotmail.com

HAWAII TO SEATTLE. Female crewperson sought to join athletic, 39 yr old captain on well equipped yacht in Hawaii, deliver to Seattle. No experience necessary. Vegetarian, N/S preferred. Ph, (360) 981-0505.

FEMALE CO-CAPTAIN/COMPANION. I am slowly sailing around the world in my Peterson 46 ft cutter, having started in Florida 8 yrs ago & thus far reached Phuket, Thailand. I am currently at home base in Venice, California & will be returning in a few months for local sailing in Phuket area followed by Chagos, Seychelles, Red Sea & Med. Minimum experience is ok as long as you know you love to be on the water. I'm looking for active, enthusiastic, energetic, non-smoking lady to share companionship rigors & rewards of this ongoing adventure. If you love snorkeling, SCUBA, exploring, hiking, passagemaking, gunk holing & are lusting for the journey of a lifetime, please call Peter at (310) 452-4016.

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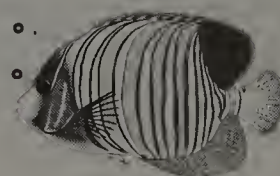
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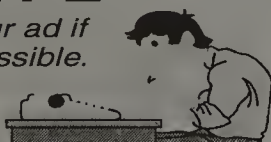
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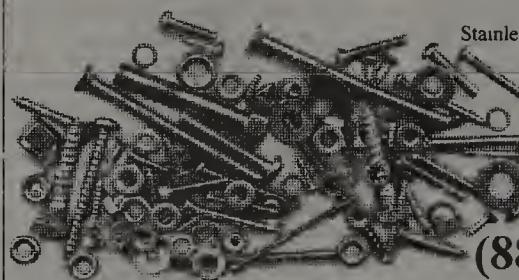
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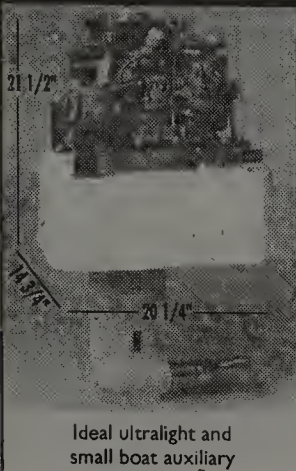
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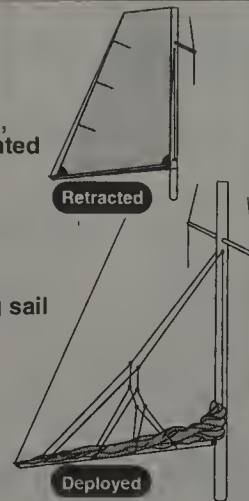
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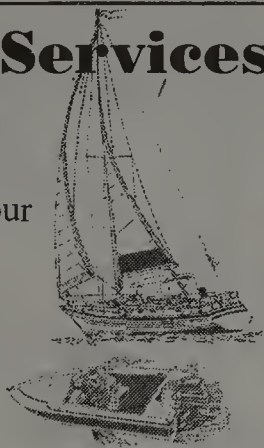
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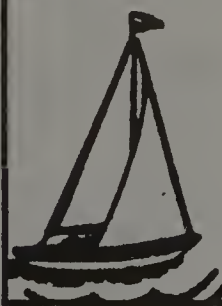
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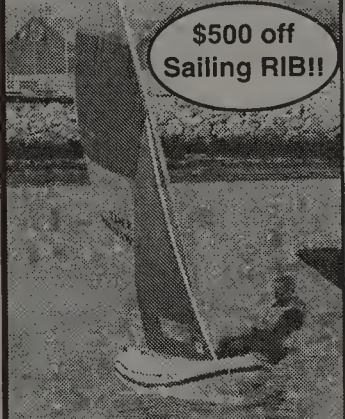


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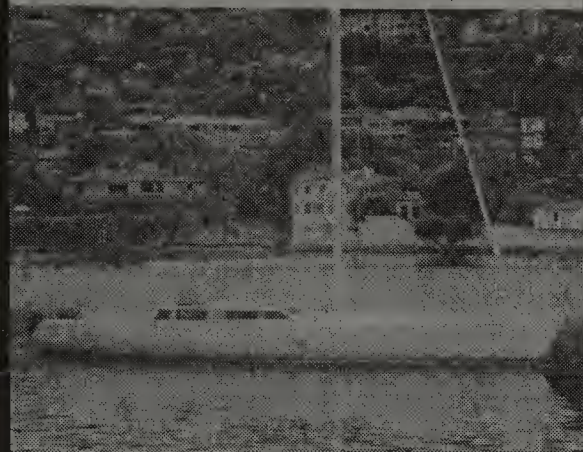
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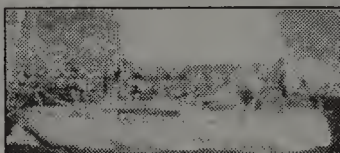
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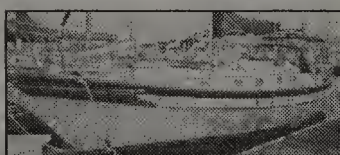
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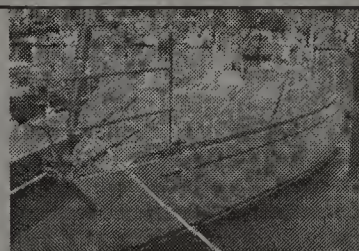


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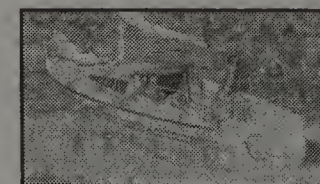
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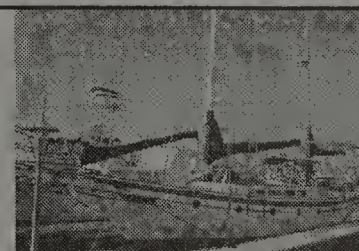


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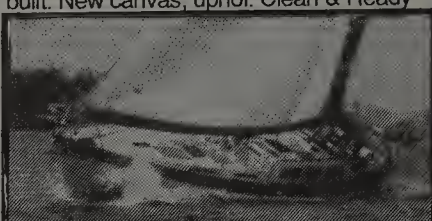
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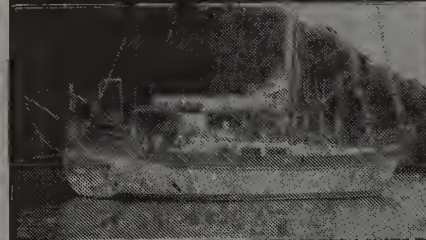
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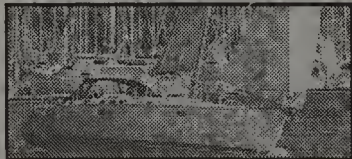
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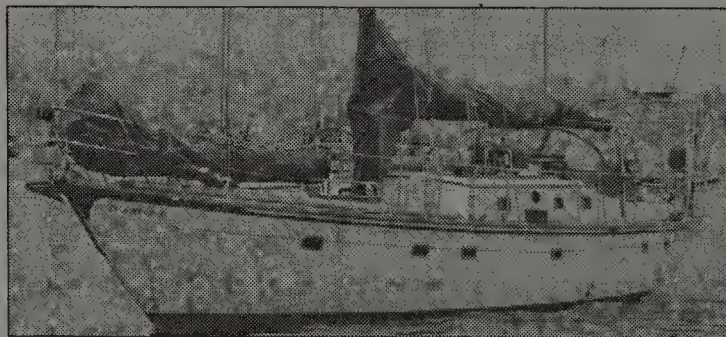
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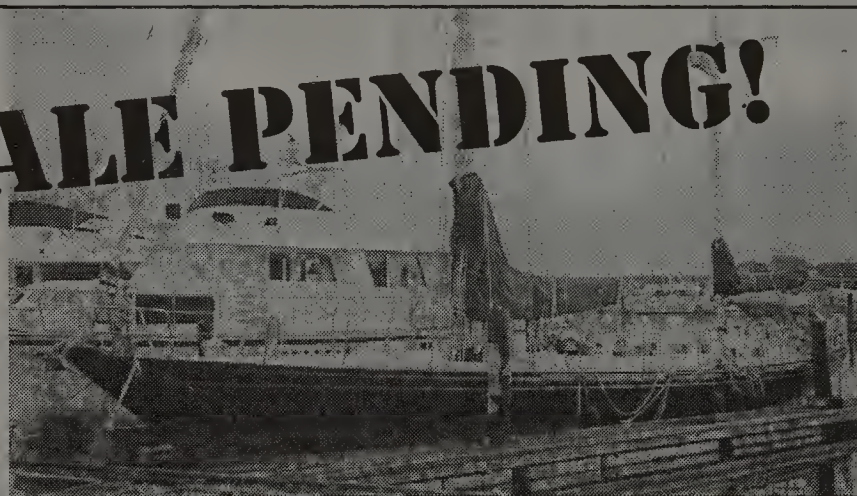
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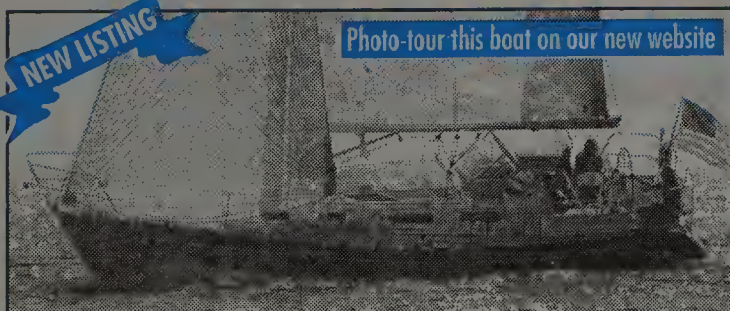
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25' MARIEHOLM	2 at 6,000
27' CATALINA, '77	7,500
29' BUCCANEER 29.5, '80	9,500
29' ERICSON, '67	9,500
*30' S2 6.5, '78	9,500
*31' CAL, '80	24,000
*31' BOMBAY CLIPPER, '79	25,650
*65' MACGREGOR, '87	118,000
44' CUSTOM	148,000
65' BRUCE FARR CRUISER	424,000

POWER

*20' BOSTON WHALER, '80	8,500
25' ALBIN, '73	15,000
*30' SEA RAY, '79	15,000
36' CHRIS CRAFT CONNIE, '62	18,000
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33' CHRIS CRAFT, '95	\$74,500
31' UNIFLIGHT	\$18,000
31' CHRIS CRAFT COMMANDER, '70	\$27,500
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31' WELLCRAFT, '81	\$34,500
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26' WELL CRAFT, '81	\$24,000
24' SEA RAY	\$10,000
24' CABO	\$39,500

SAIL

39' LANDFALL, '77	\$45,000
37' BANJER PH, '69	Reduced to \$97,950
34' COLUMBIA	\$25,500
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32' BENETEAU, '84	Reduced to \$36,900
32' ERICSON, '73	\$15,500
31' SOUTHERN CROSS, '78	\$39,500
30' LANCER, '79	\$14,500
30' ISLANDER, '84	\$27,500
29' CAL, '74	\$12,900
28' PEARSON, '86	\$23,500
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22' CAPE DORY, '85	\$12,000
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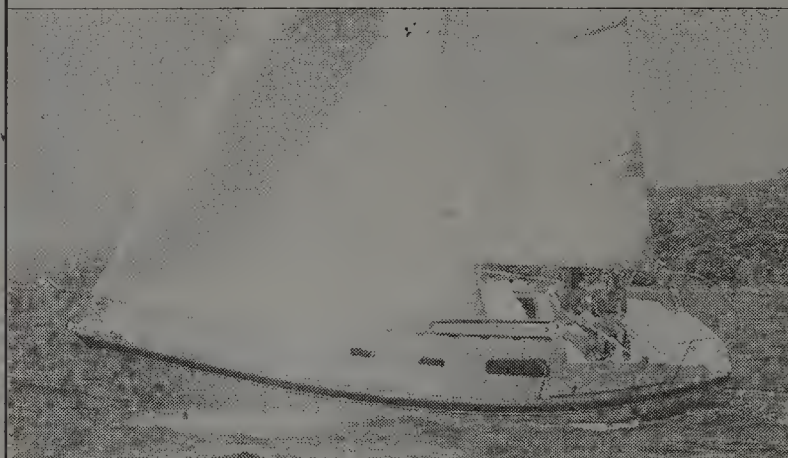
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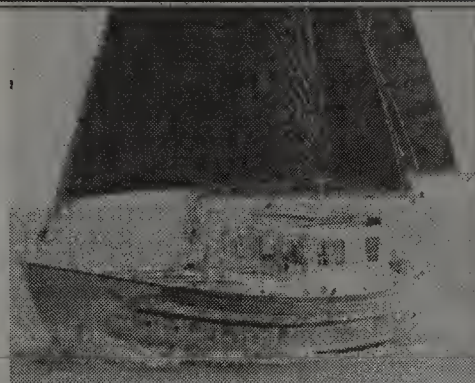
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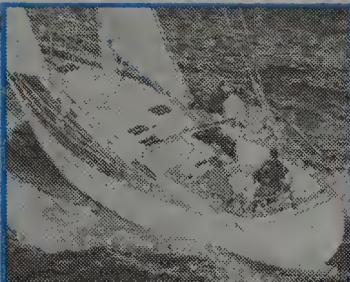


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SAIL			
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50' FORCE	'73 \$117,000	36' COLUMBIA	'70 \$30,900
50' HUDSON FORCE	'86 \$149,000	36' PEARSON	'77 \$59,500
47' CUSTOM SLOOP	'98 \$129,500	36' PEARSON	'81 \$50,000
46' SEA STAR	'82 \$149,900	35' ALBERG	'65 \$34,900
46' PAN OCEANIC	'86 \$139,950	35' CHEOY LEE	'80 \$52,000
45' MULL	'81 \$127,000	35' CHALLENGER	'74 \$38,000
43' STEEL PH	'88 \$85,000	35' NIAGARA	'81 \$67,000
42' GOLOEN WAVE	'81 \$129,000	35' ROBB	'63 \$45,000
42' GARDEN	'67 \$75,000	35' HUNTER LEGENO	'87 \$55,000
42' PASSPORT	'81 \$154,000	34' C&C	'80 \$41,000
41' MORGAN	'73 \$61,500	34' CATALINA	'87 Inquire
41' SCEPTRE	'86 \$198,000	33' CHEOY LEE	'71 \$35,000
41' C&C	'84 \$115,000	33' HUNTER	'80 \$29,500
41' JEANNEAU	'90 \$135,000	33' TARGA 101	'81 \$46,500
40' HELMSMAN	'79 \$59,500	33' TARTAN TEN	'79 Sell
40' GREBE	'38 \$39,000	33' TARTAN	'80 \$40,000
40' SLOOP WOOLIE	'90 \$100,000	33' PETERSON	\$35,000
40' KETTENBURG	'59 \$28,000	32' MARINER	'70 \$24,000
38' ERICSON	'81 \$89,000	32' WESTSAIL	'75 \$45,000
38' CAMPER NICHOLSON KI	\$49,500	32' WESTSAIL	'74 \$43,995
38' C&C	'85 \$84,500	32' WOOLIE	'58 \$20,000
38' TAHITI	'76 \$22,500	32' ERICSON	'76 \$19,000
37' ESPRIT	'78 \$84,000	31' CHEOY LEE SLOOP	'69 \$23,000
37+ C&C	'90 \$145,000	30' BRISTOL	'73 \$17,500
37' HUNTER	'82 \$42,500	30' HUNTER	'93 \$60,000
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37' EXCELL CUTTER	'76 \$36,000	30' SCAMPI	'72 \$13,900
36' ISLANDER	'77 \$38,750	29.5' HUNTER, loaded	'96 \$64,000
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		19' BOSTON WHALER	'89 \$17,850



36' ISLANDER, 1977. Brand new sails. Fully battened main. New R/F headsail. \$15,000 spent in last two years. **\$38,750.**



PEARSON 365, 1981. Recent upholstery, battery charger, sail covers. Hauled & painted 1998. All systems gone through. \$50,000. Also: '77 @ \$59,500.



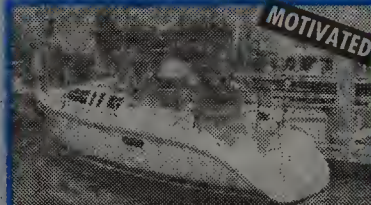
41' C&C, 1984. Fantastic sail inventory. Robertson A/P, Raytheon radar. Boat shows like new. **\$115,000.**



38' C&C, 1985. Original owner. Consider trade for same size trawler. Great layout below. **\$84,500.**



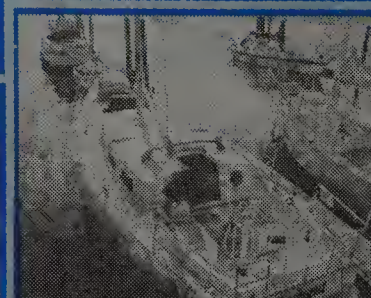
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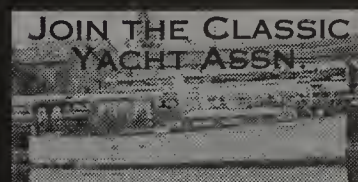
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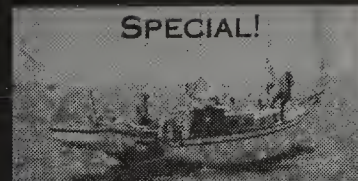
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60' STEEL slp, strang cruiser .. 165,000
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